

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

[Entered, according to act of Congress, in the year 1880, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 31.

SATURDAY, NOVEMBER 6, 1880.

NO. 802.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning, with the latest news up to midnight of Friday.

[Entered at the Post Office at New York, N. Y., as second-class mail matter.]

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage)	\$10 20.
For Six Months do	6 10.
Annual subscription in London (including postage)	\$2 7s.
Six mos. do do	1 8s.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders.

Advertisements.

Transient advertisements are published at 25 cents per line for each insertion, but when definite orders are given for five, or more, insertions, a liberal discount is made. Special Notices in Banking and Financial column 60 cents per line, each insertion.

London and Liverpool Offices.

The office of the CHRONICLE in London is at No. 74 Old Broad Street, and in Liverpool, at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

WILLIAM B. DANA, }
JOHN G. FLOYD, JR. } WILLIAM B. DANA & CO., Publishers,
79 & 81 William Street, NEW YORK.
POST OFFICE BOX 4592.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 20. A complete set of the COMMERCIAL AND FINANCIAL CHRONICLE—July, 1865, to date—or HUNT'S MERCHANTS' MAGAZINE, 1839 to 1871, can be obtained at the office.

THE ELECTION AND CONGRESS.

We have at last reached the end of another Presidential contest, and the two parties, a few days since apparently so hostile, are living together now in millennium quietness. In fact, one would scarcely know, from any present sign, that we have had any differences, or that the result had not given to the vast majority of us just what we wished. This is not evidence of any loss of interest in the principles for which each party thought it was contending, but to a readiness our people have in yielding, till another similar occasion may offer, to a popular verdict obtained in our republican way.

But we do not think it would be fair to accept the result of the election as indicating to any extent the popular belief

on most of the points which have been discussed during the three months. For instance, the tariff was talked about, but was not voted on. Strict free trade no one advocates now, for it would be ruinous to, and therefore a kind of treachery towards, extensive interests which a policy of protection for twenty years has fostered. But we believe our people favor a remodeling of the tariff and a tendency towards freer trade in our legislation; and that they will give expression to that opinion through their votes whenever the question is raised in such a way as not to require at the same time the sacrifice of other principles.

The one sentiment or feeling which has prevailed and exercised more control than all others throughout this contest, is a satisfaction with present business prospects and a fear lest any change in administration should disturb the conditions which have produced it. Business is as a whole excellent; our people are prosperous; there is therefore no pressing need for change. Furthermore, in this instance the party seeking to displace the one in power, has not given that evidence of devotion to principle which, to say the least, gives it any pre-eminence over the other in that particular. Business men, especially in this neighborhood, have been asking themselves would specie payments be as stable if we permit a change of parties? Would that worst of all our present evils, the coinage of silver dollars, be as soon stopped under the new administration? In a word, would our many currency problems and financial interests be handled as wisely after the change as now? Although the party in power has fallen short of putting itself on the highest grounds in some of these particulars, and has given an opportunity to another for a better record, it is notorious that the opposition has not taken advantage of the opportunity, but has through the majority of its representatives—though there are many noble exceptions—looked towards the worst currency heresies. The result of this election then is simply an affirmation that the business interests of the country did not feel that it was safe to make such a shift of government responsibility at the present time.

Politicians cannot too often reflect on these facts. They furnish, however, only new proof of a well-worn truth, that an unsound financial policy (or better still, perhaps, to say a dishonest policy, for in practice it amounts to that) makes unreliable stock for political capital. Our people know too well the importance of keeping faith with their creditors, both public and private, to have it otherwise. Congress is now about to meet, and very soon many of our legislatures will be in session. Grave questions of national and State policy still remain unsettled, requiring the best statesmanship to deal with them wisely. There is a chance here for both sides of the House to make a record, and it

is none too soon to begin for the next contest. Truckling to ignorance and prejudice can never, as we have seen, give more than a temporary advantage. Excuse us for repeating that homely old adage, honesty is the best policy. First and foremost, then, we have the silver question to dispose of. This is one of those plain issues about which a simple repetition of the facts brings the solution. We do not propose to discuss it now; but it needs immediate attention. If no new appropriation is made, we suppose the operation of the act will cease and no more silver dollars be coined after the year closes. But that do-nothing policy evidently does not reflect the highest statesmanship. Some affirmative action is needed that will unalterably fix the position this country is to hold on that subject, so that European nations will understand there is no hope of help from us to lift them out of this difficulty which their folly has thrust upon the world.

Another subject of importance demanding immediate attention is the tariff reform. Our new President is in good position to do effective work in this direction. To be sure, much has been claimed by extreme protectionists in his behalf during the election excitement, but he has never publicly assented to any such doctrine and his record is opposed to it. Furthermore, and without doubt, the people will require relief from excessive duties, and why wait until the new President assumes office? Let us have a policy at once which shall not be revolutionary and disturbing, but corrective, progressive and well known in advance of its operation, so that merchants can act intelligently.

Then again, is there not some way of reaching the civil-service question. The mention of it now almost excites a smile; and yet it is second to none, in its importance to the nation. A President or a Congress that effected a divorce of government office from politics, would leave a record worth having. The effort of our present chief magistrate in that direction, will more than all things else make his retirement from office regretted. What the people want is to have the orders which were issued by President Hayes, in the early portion of his administration, carried out to the letter. Let Congress when it meets go to work in a business way to effect these and other reforms, and the party that takes the lead in securing them, will be pretty sure to have the naming of the next President.

CHARGES UPON COMMERCE.

To those who are not familiar with the subject, the port charges which are put upon vessels and therefore upon merchandise of all descriptions will appear incredible. In many cases these are so burdensome as to prove a serious embarrassment to business, and force trade which would naturally flow through a given port, into other channels. In this manner, a modification of charges through competition has often been effected. Some years since the cost of transferring grain from lake shipping to canal boats at Buffalo and from canal boats to sea-going vessels at New York, were so high as to cause complaint, and were modified essentially when it was found that they were the cause of the diversion of much trade to neighboring ports.

The charges upon commerce at New Orleans have been recently the subject of discussion. The attention of steamboat men was called to the subject by the Governor of Louisiana, and the steamboat men have replied to him at considerable length. It had been said that a decrease in the jobbing trade was caused by the high charges of the steamboats for inland navigation. This assertion is denied; and it is added that coal costs three

times as much at New Orleans as in Western river towns; insurance on the southern tributaries of the Mississippi is much higher than on the larger and safer northern tributaries; repairs are more frequently necessary and cost much more at New Orleans than at the West. The steamboat men then present the question of wharfage, claiming that at New Orleans they are excessive. Complaint is also made of taxation, from which most of the Western States exempt steamboat property. Furthermore, wages to hands on steamboats also seem to be about double those on the Western rivers. In fact, if we are to accept all these statements, a pretty plain case seems to be made out, that rates of interior transportation from New Orleans by steamboats cannot well be reduced until the cost and charges upon operating them shall be curtailed.

But we must confess we do not quite understand the force of some of the points made. Why, for instance, is coal three times as dear at New Orleans as at a Western city? If it be so, the freighting of it down would seem to furnish about as lucrative a business as steamboats or barges could want. Then, again, why cannot repairs on the steamboats be made largely at the West, on the up trips, if cheaper there? Finally, is there any good reason for not hiring hands at the West, also, if they can be obtained for less wages? Of course, temporary help for loading and unloading cannot be provided for in that way.

Aside, however, from these minor points, there would seem to be much strength in the position of the steamboat men. New Orleans has within a few years made rapid progress in developing her export trade. The improvement of the passes of the Mississippi, by admitting a larger class of vessels, has been a great advantage to that port. The transportation of grain and other produce down the Mississippi River in barges towed by steamers, has greatly cheapened that work. We see the effect in a large increase in her general exports. Last season she assumed her old pre-eminence as an exporter of cotton. This season, owing to crop conditions, the early movement was somewhat behind, but is now being increased. Still, the growth of the Gulf ports—New Orleans, Galveston and Mobile—though considerable in the past ten years, has not been what it ought to be. It has not kept pace with the general growth of the country nor of the Atlantic ports. We do not know that any occult influences have been adverse to them. Perhaps we have in want of facilities for general commerce, and high charges upon shipping, an explanation to a large extent of this backwardness. The increase of railroad facilities permits a strong competition from the North. They have not therefore the monopoly of the trade of large sections which they once enjoyed, and unless a still greater diversion of trade is to be suffered cheaper methods of conducting business must be arrived at. As we have said, competition between Northern ports has lightened the burdens imposed upon moving merchandise, and the Southern ports must not shut their eyes to the necessity of action in the same direction.

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO NOVEMBER 1.

We present our readers to-day with a detailed statement of the overland movement to November 1, and spinners' takings and consumption during the same period.

OVERLAND MOVEMENT TO NOVEMBER 1, 1880.

There has been a freer movement in the rail shipments this month, bringing up the total for the two months to

very nearly last year's total. Quite a changed feature of the movement, however, is seen in the decrease in the quantity which has been shipped through St. Louis, and the increase by some of the other routes. Below is the statement in our usual form.

Overland since September 1, 1880—		Bales.
Shipments to November 1, from St. Louis.....		58,026
Carried North over Illinois Central R.R. from Cairo, &c. (est.)...		5,000
Carried North over Cairo & Vincennes R.R.....		7,586
Carried over Mississippi River above St. Louis.....		33,291
Carried North over St. Louis & Southeastern R.R.....		283
Carried North over Evansville & Terre Haute R.R.....		29,991
Carried North over Jeffersonville Madison & Indianapolis R.R.....		5,670
Carried North over Ohio & Mississippi Branch.....		9,470
Shipped through Cincinnati by Louisville Cin. & Lexington R.R.....		15,962
Receipts at Cincinnati by Ohio River, &c.....		106
Carried North otherwise or over other routes.....		788
Shipped to mills adjacent to river and to points above Cincinnati		166,173
Total carried overland to November 1, 1880.....		166,173
Deduct—		
Receipts overland at New York, Boston, Philadelphia, Baltimore and Portland.....		47,028
Shipments from St. Louis, Louisville, &c., to Louisville, St. Louis, New Orleans, &c.....		401
Shipments over inland routes (not otherwise deducted) from—		
Galveston.....	401	
New Orleans.....	163	
Mobile.....	7,301	
Savannah.....		
Charleston.....		
North Carolina ports.....	782	
Virginia ports.....	566	9,153
Total to be deducted.....		56,582

Leaving the direct overland movement not elsewhere counted. *109,591

* This total includes shipments to Canada by rail, which since September 1, 1880, amount to 1,593 bales.

In 1879, the gross railroad shipments north for the first two months of the season were 181,438 bales and the net direct to manufacturers were 111,233 bales; hence, the foregoing statement shows a falling off in gross rail shipments this year of 15,265 bales and of net direct to manufacturers of 1,642 bales. It will thus be seen, as stated above, that this movement is now fairly under way again, the past month the total having really been in excess of the same month last year.

SPINNERS' TAKINGS.

Receipts at the ports, as the weekly statements have shown, have continued on even a larger scale than the remarkable movement of last year. This is due to the earlier and better crop in the Atlantic States, though the arrivals at other ports have of late become much freer. The total receipts and foreign shipments since September 1st, together with stock at the close of last month, are given in the following table.

	Receipts.	Exported since Sept. 1, 1880, to—				Stocks Nov. 1.
		Great Britain.	France.	Continent.	Total.	
Galveston.....	156,457	39,783	7,931	11,805	59,422	49,668
Indianola, &c.....	5,514					
New Orleans.....	272,576	110,930	63,755	27,886	202,571	160,040
Mobile.....	86,144	4,025		1,063	5,088	24,401
Florida.....	4,114					
Savannah.....	306,521	79,379		39,255	112,634	130,266
Brunswick, &c.....	3,509					
Charleston.....	234,972	51,051	13,445	22,585	87,081	111,173
Pt. Royal, &c.....	12,802	5,002		4,400	9,402	1,636
Wilmington.....	42,648	5,870	1,444	2,822	10,136	17,256
Morehead C. &c.....	3,393					
Norfolk.....	198,620	63,878			63,878	39,756
City Point, &c.....	52,498					421
New York.....	10,901	91,449	9,997	17,461	118,907	65,159
Boston.....	21,158	13,914			13,914	10,083
Baltimore.....	6,422	24,237		4,581	28,818	16,923
Philadelphia, &c.....	8,517	9,619		82	9,701	7,759
Total.....	1,426,796	499,137	96,472	125,943	721,552	634,541
Total 1879.....	1,222,145	433,229	45,893	111,216	590,338	529,166

Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption, since September 1 this year and last year, is as follows.

	1880.	1879.
Receipts at the ports to November 1..... bales.	1,426,796	1,222,145
Net shipments overland during same time.....	109,591	111,233
Total receipts..... bales.	1,536,387	1,333,378
Southern consumption since September 1.....	18,500	14,000
Total to November 1..... bales.	1,554,887	1,347,378

The increase in the quantity marketed during the first two crop months of 1880 is thus found to be 207,509

bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to November 1, 1880, as above..... bales.	1,554,887
Stock on hand commencement of year (Sept. 1, 1880)—	
At Northern ports.....	60,109
At Southern ports.....	77,310—137,419
At Providence, &c., Northern interior markets.....	3,990—141,418
Total supply to November 1, 1880.....	1,696,305
Of this supply there has been exported	
to foreign ports since September, 1880.....	721,552
Less foreign cotton included.....	938—720,614
Sent to Canada direct from West.....	1,593
Burnt North and South.....	3,777
Stock on hand end of month (Nov. 1, 1880)—	
At Northern ports.....	99,924
At Southern ports.....	534,617—634,541
At Providence, &c., Northern interior markets.....	8,043—1,368,568

Total takings by spinners since September 1, 1880.....	327,737
Taken by Southern spinners.....	18,500
Taken by Northern spinners since September 1, 1880.....	309,237
Taken by Northern spinners same time of 1879.....	249,577

Increase in takings by Northern spinners this year. bales. 59,660

The above shows that Northern spinners have during late weeks been making purchases very freely. Their takings last month showed a deficiency compared with 1879; but now they have not only made good that deficiency, but have increased their takings, so that this exhibit for the two months indicates an excess in takings of 59,660 bales over the same two months of last year.

THE GOODS TRADE IN OCTOBER.

When manufacturers, without any expectation of scarcity, are laying in cotton so rapidly as the foregoing figures indicate, the natural inference would be, even without any other fact to help our judgment, that business is good. It is therefore scarcely necessary for us to say that such is the reality. There has been an improvement during the month in almost every condition of the trade. The demand has been active; prices of cotton have declined; and the prices of goods have remained firm and unchanged. In fact, since November began there has been a general advance in prices, with a very strong tone to the market. One feature is not construed favorably and that is a speculation in printing cloths which has run up the quotations to a point above that ruling during the threatened strike of last month. We do not understand how this movement can be sustained unless a strike at the mills or a rise in cotton should help out the operators. As we write, printing cloths, 64x64, are quoted at 4½c., while low middling cotton is only 10½c., showing what would seem to be more than a satisfactory profit to the manufacturer. To indicate the course of values during October we give the following statement.

OCTOBER.	1880.			1879.			1878.		
	Cott'n low mid-dling.	Print-ing low mid-dling.	Sheet-ing low mid-dling.	Cott'n low mid-dling.	Print-ing low mid-dling.	Sheet-ing low mid-dling.	Cott'n low mid-dling.	Print-ing low mid-dling.	Sheet-ing low mid-dling.
1.....	11	41½	7½	10½	3½	8	10½	3½	7½
2.....	11	4	7½	10½	3½	8	10½	3½	7½
3.....	8	8	7½	10½	3½	8	10½	3½	7½
4.....	10½	4½	7½	10½	3½	8	10½	3½	7½
5.....	10½	4	7½	8	8	8	10½	3½	7½
6.....	10½	4	7½	10½	3½	8	10½	3½	7½
7.....	10½	3½	7½	10½	3½	8	10½	3½	7½
8.....	10½	3½	7½	10½	3½	8	10½	3½	7½
9.....	10½	3½	7½	10½	3½	8	10½	3½	7½
10.....	8	8	7½	10½	3½	8	10½	3½	7½
11.....	10½	2½	7½	10½	3½	8	10½	3½	7½
12.....	10½	3½	7½	8	8	8	10½	3½	7½
13.....	10½	3½	7½	10½	3½	8	8	8	8
14.....	10½	3½	7½	10½	3½	8	10	3½	7½
15.....	10½	3½	7½	10½	3½	8	9½	3½	7½
16.....	10½	3½	7½	10½	3½	8	9½	3½	7½
17.....	8	8	8	10½	3½	8	9½	3½	7½
18.....	10½	3½	7½	10½	3½	8	9½	3½	7½
19.....	10½	4	7½	8	8	8	9½	3½	7½
20.....	10½	4	7½	10½	3½	8	8	8	8
21.....	10½	4½	7½	10½	3½	8	9½	3½	7½
22.....	10½	4½	7½	10½	3½	8	9½	3½	7½
23.....	10½	4½	7½	11½	4	8	9½	3½	7½
24.....	8	8	8	11½	4½	8	9½	3½	7½
25.....	10½	4½	7½	11½	4½	8	9½	3½	7½
26.....	10½	4½	7½	8	8	8	9½	3½	7½
27.....	10½	4½	7½	11½	4½	8	8	8	8
28.....	10½	4½	7½	10½	4½	8	9½	3½	7½
29.....	10½	4½	7½	11	4½	8	9½	3½	7½
30.....	10½	4½	7½	10½	4½	8	9½	3½	7½
31.....	8	8	8	11	4½	8	9½	3½	7½

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices, which are subject to an average discount of 5 per cent.

As we have stated above, nearly all departments of the

goods market have, since October closed, shown increased strength, and, in most cases, improving prices. The truth is, stocks are very small, and the engagements of manufacturers are well ahead. In September, and even in October, producers continued to be willing sellers, although, as we remarked in our review of last month, prices were low in comparison with the cost of the raw material. This relationship is now changing, under the influence of the very rapid consumption. Such facts as these necessarily make manufacturers free buyers of cotton.

CITY FACES.

The London *Spectator* has been indulging in some half-sportive but not unfounded observations concerning the effect of city life upon the human face. Among savage races (says the writer) "the fleshy parts of the countenance stand out unrestrained," producing that aspect of wildness "or of unsophisticatedness" which especially betrays their life and nature. In children, up to and past the age of fifteen, the lips project more than in later life, and the cheeks and the space between the eyes are full and unwrinkled, the reason for this being that these places, and these only, are under the immediate control of the sensitive facial nerves and muscles whose movements constitute what is called "expression;" and as this expression is "represented by our physical reaction, or response to the action upon us of objective and subjective phenomena, it follows that we are moulded at these points by the events and conditions of our daily inward and outward lives."

Pursuing this thought, it is noticed that the outlines of cheek and lips, and the region about the eyes, are drawn out by the freedom and comparative solitude of a country life, being left at liberty to expand naturally. The influence of the country is, to create repose; its stillness, its broad expanses and impassiveness, its measured and orderly procedure, cause us "to let our faces alone, so to say." On the other hand, the contact of man with man involves and requires self-repression. Every man must lock up his countenance, lest he be read therein by his fellows, and as soon as the body begins to act in opposition to the natural inner promptings the traces of such action begin to show. The reining-in of the mouth makes furrows; the inscrutability of the eyes is attained at the cost of wrinkles; a sort of rigidity settles on the face, and the scope and variety of expression become limited.

Such is the drift of the writer's argument. But possibly, as it seems to us, he makes too much of the single fact of repression and impassiveness as a habit. A face which has little thought—little of what the metaphysicians would call "being"—behind it, must surely be as impassive as one which has much behind, but has managed to absolutely look a mask over it, for impassiveness is but the lack of expression. Surely the city dweller must be credited with an abandonment of self-repression at times, as when he gives way to his long breath of relief after a political campaign is over. His eyes assailed by printed speeches, which hardly anybody reads, and his ears belabored with asseverations that a great "crisis" is at hand, under stress of which the country must go to wreck, the American citizen—particularly in cities where the turmoil is most incessant—might, perhaps, excusably get excited. But he has learned better; he has had the "crisis" too often to believe it a mortal disorder; the night before election and the morning after it, have been passed without a hurt; he has learned equanimity so well that he keeps an unruffled visage and can go through a campaign and

smile at the partisan ardor which discovers startling exposures, parades destructive letters and mounts rhetorical high-horses; he has learned to keep up his good nature. Yet his feeling of relief is like that of *Puck*, which, addressing with a low bow the successful candidate, seated in the chair of State, on the back of which the national bird stands, and with legs elevated in the traditional American-at-large style, but with the back of the chair discreetly presented to the observer, says: "We are mighty glad you've got in." Glad to have the fuss over, is the feeling of the citizen who has anything except politics to attend to, and the city resident relaxes his city face.

But, speaking seriously, is it the repression, so much as the intensity and haste, which individualizes the city face with lines? To make one's way through a crowd requires physical exertion; so, to make way in a competitive crowd requires mental concentration and force-exerting. That city life is higher in pressure and at once more exhilarating and wearing than country life, is well known. Our air here has more oxygen in it, figuratively speaking; we do more, move faster, burn up faster, than in the wider spaces outside, and the only remedy is to take more holidays and have more alternative from changes, and, best of all, to put on as much as possible the "smooth face," which indicates "good nature."

THE STILL UNSETTLED EAST.

Our latest news is not at all reassuring in regard to the prospect of an early settlement of the difficulties in the East. It was expected that the substitution of Derviz for Riza Pasha, as commander of the Turkish forces near the Albanian and Montenegrin frontiers, would tend to facilitate the transfer of Dulcigno, and make an end of at least one of the still unsettled questions. It has not been so; for according to latest accounts the Albanians have broken loose from all restraint, and, in defense of what they consider their rights, have openly appealed to arms. It has been long apparent that it required but some such initial act to rekindle the flames of war all over the East. It remains to be seen how the Great Powers will comport themselves in the premises, and how Turkey will meet this fresh emergency.

We have again and again repeated in these columns that there could be no final disposition of the Eastern question as such, so long as the claims of the Greeks were left unsatisfied. Slow and to all appearance unwilling to yield to the advice of the Powers in the matter of the cession of territory to Montenegro, the Sultan has shown even greater reluctance to make the required concession to Greece. It now appears as if he and his advisers were resolved to ignore the advice of the Powers, and to deal with the Greeks as they may think most convenient. The territory which the Greeks are ambitious to reclaim, and the cession of which they have been encouraged to expect, lies in Thessaly and Epirus. It is known that, although the King of Greece and his immediate advisers are in favor of patient waiting, a large portion of the Greek people are disposed to resort to arms, and forcibly take what they consider to be justly their own. As if to bid defiance to the Greeks and to convince the Powers that they are unwilling to submit to any further coercion, the Turkish authorities have raised the strength of the armed force in Thessaly and Epirus to forty-two thousand men. They have also given orders for the construction of ten batteries on the Dardanelles.

In view of these facts, we are not permitted to wonder why the British Government is unwilling to convene the Houses of Parliament. The Eastern question is indeed far from settled. A little spark may kindle a great conflagration. What makes the situation more discouraging is the fact that the good understanding of the Powers is no longer to be relied upon. At the same time we are unwilling to believe that the Sultan will be so short-sighted as to allow himself to be dragged into open hostilities with so insignificant a Power as that of Greece. Nor is it likely that the Great Powers will be wanting with at least their counsel in the premises. Dark and lowering as the clouds are in the Eastern horizon, we are willing to hope that wisdom will assert herself, and that peace will be maintained. The outside Powers have nothing to gain by war; and Turkey has everything to lose.

FINANCIAL REVIEW OF OCTOBER.

The month of October was one of great interest in financial circles. So far as the course of securities at the Stock Exchange was concerned, there was a complete revulsion of sentiment after the elections in Indiana and Ohio, and on Wednesday the 13th a buoyancy took possession of the markets which was not lost throughout the balance of the month. The money market was remarkably easy from first to last, and rates on call loans kept within a range of 2@4 per cent. The bank reserves were not large, and the surplus over the 25 per cent legal requirement was reduced on the 23d to \$3,565,450; but the large influx of gold from abroad, and the disbursement of \$2,500,000 per week by the Treasury Department for bonds purchased for the sinking fund, brought a large amount of currency into use. During the month the amount of specie imported at New York was about \$16,000,000.

The rates of exchange stiffened up slightly in nominal prices, and at times they appeared to be too high to warrant the large imports of gold; but the firmness was more apparent than real. It was believed that a very considerable export of securities was carried on, which accounted for the balance in favor of the United States, as the merchandise movement was not sufficient to account for it.

At the Stock Exchange business was large, with great animation, and the general buoyancy had not been equalled at any time since the depression of May last. Stocks jumped up 5 and 10 per cent in a single day, and the great talk of the street was on stock dividends—the Louisville & Nashville Railroad having declared such a dividend of 100 per cent. Railroad earnings were so large, too, as to encourage the idea of increased dividends.

NEW YORK CITY BANK MOVEMENTS IN OCTOBER.

The statements of the New York City Clearing House banks in each week of October were as follows:

New York City Bank Statements.	Oct. 2.	Oct. 9.	Oct. 16.	Oct. 23.	Oct. 30.
Loans and disc'ts.	\$209,323,600	\$313,521,200	\$315,811,900	\$317,043,300	\$317,880,200
Specie	65,246,300	65,494,300	67,304,300	65,013,900	66,372,400
Circulation	18,439,700	18,573,700	17,629,100	18,700,600	18,646,500
Net deposits	295,611,400	301,013,600	302,506,900	300,831,000	302,582,100
Legal tenders	13,046,300	12,626,600	13,035,000	13,159,300	13,016,100
Legal reserve	\$73,902,850	\$75,293,400	\$75,641,725	\$75,207,750	\$75,645,525
Reserve held	78,302,600	79,021,800	80,399,300	78,773,200	79,389,100
Surplus	\$4,369,750	\$4,368,400	\$4,757,575	\$3,565,450	\$3,743,575
Range of call loans	2@3	2@3	2@3	2@4	2@4
Prime paper	5@5½	5@5½	5@5½	5@5½	5@5½

The total transactions at the Stock Exchange, compared with previous months, were as follows:

	July.	August.	Sept.	Oct.
U.S. Govern't bonds	\$2,504,800	\$1,836,450	\$2,020,200	\$4,308,800
State bonds	193,000	448,800	814,500	478,000
Railroad bonds	32,829,100	34,144,330	36,621,400	63,471,600
Bank stocks, shares	708	946	415	925
Railroads, &c., "	6,056,230	5,477,365	6,461,854	7,795,453

The following summary shows the condition of the New York Clearing House banks, rate of foreign exchange,

and prices of leading securities and articles of merchandise, on or about the 1st of November in 1878, 1879 and 1880:

STATISTICAL SUMMARY ON OR ABOUT NOV. 1, 1878, 1879 AND 1880.

	1880.	1879.	1878.
New York City Banks—			
Loans and discounts	\$317,880,200	271,238,600	244,511,800
Specie	66,372,400	29,675,300	24,144,100
Circulation	18,646,500	22,600,300	19,904,300
Net deposits	302,582,100	234,412,000	215,443,400
Legal tenders	13,016,700	28,615,900	40,219,000
Legal reserve	75,645,525	58,603,000	53,860,850
Reserve held	79,389,100	58,291,200	64,363,100
Surplus	3,743,575	Def. 311,800	10,502,250
Money, Gold, Exchange—			
Call loans	2½@5	7 @7	4@6
Prime paper	4 @4½	5½@6	5@6
Gold	100	100	106¾
Silver in London, per oz.	51¾d.	53¾d.	50¾d.
Prime sterling bills, 60 days	4 82¼ 4 82½	4 80¼ 4 81½	4 82¼ 4 82½
United States Bonds—			
6s, 1881, coupon	101½	105¼	108¼
6s, currency, 1898	130	123	121¾
5s, 1881, coupon	102	102½	105
4s, 1891, coupon	110¼	105¾	104
4s of 1907, coupon	109½	102¼	100
Railroad Stocks—			
New York Central & Hud. Riv.	137½	130½	111½
Erie (N. Y. L. E. & W.)	44¾	40¾	19¾
Lake Shore & Mich. Southern	116¾	101¼	70
Michigan Central	109¼	94½	69¾
Chicago Rock Island & Pacific	122	148	115½
Illinois Central	118	98	79¾
Chicago & Northwestern, com.	115¾	90	41¾
Chicago Milw. & St. Paul, com.	105¾	74¾	31¾
Delaware Lack. & Western	99¾	89	51
Central of New Jersey	78¾	75¼	29
Merchandise—			
Cotton, Midd'l'g Uplands, 50 lb.	11½	11½	97½
Wool, American XX	3½@47	38@45	30@36
Iron, Amer. pig, No. 1, 100 ton	24 50@26 00	28 00@29 00	16 50@17 50
Wheat, No. 2 spring, 50 bush.	1 15	1 31 @ 1 33	93@96
Corn, Western mixed, 50 bush.	55¾@56¼	58@60	45@47½
Pork, mess, 50 bbl.	15 00	10 50	7 75@8 00

CLOSING PRICES OF GOVERNMENT SECURITIES IN OCTOBER, 1880.

	Oct. 1881.	5s, 1881.	4½s, 1891.	4s, 1907.	6s, 1898.		Oct. 1881.	5s, 1881.	4½s, 1891.	4s, 1907.	6s, 1898.
1	108¾	108¾	x07¼	19	104¾	20	102½	110	109¼	109	109
2	108¾	108¾	107¼	21	102½	22	104¾	103	109	109	109
3	S.	107¼	107¼	23	104¾	24	104¾	110	109	109	109
4	102½	107¼	107¼	25	104¾	26	104¾	110	109	109	109
5	102½	107¼	107¼	27	104¾	28	104¾	110	109	109	109
6	102½	107¼	107¼	29	104¾	30	104¾	110	109	109	109
7	102½	107¼	107¼	31	104¾	32	104¾	110	109	109	109
8	102½	107¼	107¼	33	104¾	34	104¾	110	109	109	109
9	102½	107¼	107¼	35	104¾	36	104¾	110	109	109	109
10	102½	107¼	107¼	37	104¾	38	104¾	110	109	109	109
11	102½	107¼	107¼	39	104¾	40	104¾	110	109	109	109
12	102½	107¼	107¼	41	104¾	42	104¾	110	109	109	109
13	102½	107¼	107¼	43	104¾	44	104¾	110	109	109	109
14	102½	107¼	107¼	45	104¾	46	104¾	110	109	109	109
15	102½	107¼	107¼	47	104¾	48	104¾	110	109	109	109
16	102½	107¼	107¼	49	104¾	50	104¾	110	109	109	109
17	102½	107¼	107¼	51	104¾	52	104¾	110	109	109	109
18	102½	107¼	107¼	53	104¾	54	104¾	110	109	109	109

CLOSING PRICES OF CONSOLS AND U.S. SECURITIES AT LONDON IN OCTOBER.

	Oct.	Consols for money.	5s of 1881.	4½s of 1891.	4s of 1907.		Oct.	Consols for money.	5s of 1881.	4½s of 1891.	4s of 1907.
1	97½	105½	112¼	111¼	20	98½	104½	114	112¾	112¾	112¾
2	97½	105½	112¼	111¼	21	98½	104½	114	112¾	112¾	112¾
3	97½	105½	112¼	111¼	22	98½	104½	114	112¾	112¾	112¾
4	97½	105½	112¼	111¼	23	98½	104½	114	112¾	112¾	112¾
5	97½	105½	112¼	111¼	24	98½	104½	114	112¾	112¾	112¾
6	97½	105½	112¼	111¼	25	98½	104½	114	112¾	112¾	112¾
7	97½	105½	112¼	111¼	26	98½	104½	114	112¾	112¾	112¾
8	97½	105½	112¼	111¼	27	98½	104½	114	112¾	112¾	112¾
9	97½	105½	112¼	111¼	28	98½	104½	114	112¾	112¾	112¾
10	97½	105½	112¼	111¼	29	98½	104½	114	112¾	112¾	112¾
11	97½	105½	112¼	111¼	30	98½	104½	114	112¾	112¾	112¾
12	97½	105½	112¼	111¼	31	98½	104½	114	112¾	112¾	112¾
13	97½	105½	112¼	111¼	32	98½	104½	114	112¾	112¾	112¾
14	97½	105½	112¼	111¼	33	98½	104½	114	112¾	112¾	112¾
15	97½	105½	112¼	111¼	34	98½	104½	114	112¾	112¾	112¾
16	97½	105½	112¼	111¼	35	98½	104½	114	112¾	112¾	112¾
17	97½	105½	112¼	111¼	36	98½	104½	114	112¾	112¾	112¾
18	97½	105½	112¼	111¼	37	98½	104½	114	112¾	112¾	112¾
19	97½	105½	112¼	111¼	38	98½	104½	114	112¾	112¾	112¾

The following table will show the lowest, highest, and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of September and October:

RANGE OF STOCKS IN SEPTEMBER AND OCTOBER.

	Aug. 31.	Low.	High.	Sept. 30.	Low.	High.	Oct. 30.
RAILROADS.							
Albany & Susq'hanna	109	109¼	111	109	111	115	114
Bos. & N. Y. Air-L. pf	29½	46	42	40¼	45	45	45
Burl. Ced. Rap. & No.	65	63½	66½	64	63	69½	68¼
Canada Southern	60	57½	63½	58¾	59¼	64¾	68
Cedar Falls & Minn.	28½	32	29½	19¾	19¾	34¾	34¾
Central Iowa	59	58	75	58	75	75	75
Do 1st pref.	59	58	75	58	75	75	75
Do 2d pref.	59	58	75	58	75	75	75
Central of N. Jersey	76½	69	80¼	72¾	72¼	78¾	78¾
Central Pacific	74½	71½	76	73¼	72	79¾	79¾
Ches. & Ohio	18¾	17½	21¾	19½	19	21	20
Do 1st pref.	19	25	28¾	25½	27¼	26	26
Do 2d pref.	19	22¾	25	24	24¾	21	21
Chicago & Alton	113	118	114	112½	136¾	136¾	136¾
Do	113	118	114	112½	136¾	136¾	136¾
Chic. Burl. & Quincy	x139½	126	140	134	146	145¾	145¾
Chic. Mil. & St. Paul	87¾	87½	95½	x91	x106½	x105½	x105½
Do	87¾	87½	95½	x91	x106½	x105½	x105½
Chic. & Northwest	109¼	109¼	114	113½	x109½	x121	x119¼
Do	109¼	109¼	114	113½	x109½	x121	x119¼
Do	109¼	109¼	114	113½	x109½	x121	x119¼
Do	109¼	109¼	114	113½	x109½	x121	x119¼

* Prices bid. † Prices asked.

RAILROADS.	Aug. 31.		September.		October.	
	Low.	High.	Low.	High.	Low.	High.
Chic. & Rock Isl. new	114 1/2	114	122	118 1/2	123 1/2	121 1/2
Chic. St. L. & N. Orl's	39	34 1/2	42	37 1/2	39 1/2	39
Chic. St. P. Minn. & O.	42 1/2	39 1/2	45 1/2	42 1/2	41 1/2	47
Do pref.	82 1/2	80 1/2	85 1/2	82 1/2	81 1/2	86 1/2
Cin. Ind. St. L. & Chic	*80	80	86 1/2	*86 1/2	86 1/2	*88
Clev. Col. Cin. & Ind.		63 1/2	72 1/2	70 1/2	70	82 1/2
Clev. & Pittsb. guar.	x124	122	124	121	120 1/2	125
Col. Chic. & Ind. Cent.	18 1/2	16	21 1/2	18 1/2	17 1/2	20 1/2
Danbury & Norwalk		50	50		53	53
Del. Lack. & West'n.		89 1/2	92 1/2	x89 1/2	x88 1/2	x89 1/2
Denver & R. Grande	71 1/2	68	74 1/2	70 1/2	70	75
Dubuque & Sioux C.		67	70			*67
Frankfort & Kokomo					36	36
Hannibal & St. Jo.	41 1/2	36 1/2	44 1/2	39 1/2	37 1/2	43 1/2
Do pref.	94	79	86 1/2	82 1/2	80 1/2	89 1/2
Harlem	x195	195	195	x200	185	190
Houst. & Tex. Cent.		62	65	62	62	77
Illinois Central	x112 1/2	110 1/2	116 1/2	112 1/2	111 1/2	118 1/2
Indiana Bl. & West.		28	28 1/2		26	43 1/2
Int. & Gt. Northern		10	11		13	13
Kok. & Des Moines		26 1/2	27 1/2		29	30 1/2
Do pref.		31	35 1/2	33 1/2	30	34 1/2
Lake Erie & West.	31	31	35 1/2	33 1/2	30	34 1/2
Lake Shore	106 1/2	105 1/2	111	107 1/2	107 1/2	115 1/2
Louisville & Nashv.	132	130	160 1/2	156 1/2	155	173 1/2
Manhattan	27 1/2	26 1/2	31 1/2	29 1/2	30	39 1/2
Manhattan Beach Co.		45	45		40	40
Mar'tta & Cin. 1st pf.	7	3 1/2	8	4 1/2	4	7 1/2
Do	5 1/2	4 1/2	5 1/2	4	4 1/2	5 1/2
Memphis & Cha'ton.		38	40 1/2	40	39 1/2	40 1/2
Metropolitan Elev.	*88 1/2	88	96	x90	89	113 1/2
Michigan Central	94	92 1/2	97 1/2	95 1/2	95 1/2	110
Mo. Kans. & Texas	36 1/2	30 1/2	37 1/2	35 1/2	35	39 1/2
Mobile & Ohio	23 1/2	21	25	22 1/2	21 1/2	23 1/2
Morris & Essex	110	109 1/2	112 1/2	111	111	117
Nashv. Chatt. & St. L.	69	50	71 1/2	60 1/2	59	64
N. Y. Cent. & Hud. R.	x129 1/2	x128 1/2	133	x130	129 1/2	138 1/2
New York Elevat.	111 1/2	110	114	x111	112	119
N. Y. Lake Erie & W.	38 1/2	37 1/2	41 1/2	39	38 1/2	45 1/2
Do pref.	66 1/2	66	71 1/2	69 1/2	70	76
N. Y. N. H. & Hartf'd	165 1/2	164 1/2	170	*170	172	*173
N. Y. Ontario & W.	24 1/2	20	26	22 1/2	20 1/2	25 1/2
Northern Pacific	29 1/2	27 1/2	32	29	26 1/2	30 1/2
Do pref.	52 1/2	51	57 1/2	53 1/2	50 1/2	55 1/2
Ohio Central		20	24	21	21 1/2	26
Ohio & Mississippi	31 1/2	31 1/2	37 1/2	34 1/2	32 1/2	37 1/2
Do pref.	186	190	195	*192	196	196
Panama		24	26 1/2	25	24	28 1/2
Pee. Decat. & F'ville.	23 1/2	23	32 1/2	30 1/2	29 1/2	45 1/2
Phila. & Reading		120	124 1/2	*120	120 1/2	124
Pittsb. Ft. W. & C. guar.		30 1/2	34 1/2	32	32	36
Pittsb. Titusv. & Buff.		120	120		125	125
Rensselaer & Saratoga.		20 1/2	21		19 1/2	25
Rome Wat. & Ogdens.		19	23 1/2		18	30
St. L. Alton & T. H.		75	79 1/2		77	90
Do pref.		46 1/2	50 1/2		48 1/2	59
St. L. Mt. & So. west.		36	35	*30	32	43
St. L. & S. Francisco.		46 1/2	42	47 1/2	44	56
Do pref.		77 1/2	77 1/2	*72 1/2	74	79 1/2
Do 1st pref.		34	34		25	34
St. Paul & Duluth		60	65		50	50
Do pref.		129	130		67	79
St. Paul Minn. & Mau.						*77 1/2
Stonington		93 1/2		x85 1/2	87 1/2	94
Texas & Pacific		169 1/2	169 1/2		175 1/2	180
Union Pacific		39 1/2	39 1/2	37 1/2	36	44 1/2
Un. N. J. R.R. & Can.		70 1/2	64	70 1/2	67 1/2	78 1/2
Wab. St. L. & Pacific.						78
Do pref.						
TELEGRAPH.						
American District	75	74	77 1/2		72 1/2	78 1/2
American Union		57 1/2	67 1/2	60	59	64 1/2
Atlantic & Pacific		45	39 1/2	43	40	43
Western Union	103 1/2	x95 1/2	107 1/2	x98 1/2	96 1/2	105 1/2
EXPRESS.						
Adams	*116	116	118	116 1/2	116	118 1/2
American	58 1/2	58 1/2	59 1/2	59 1/2	58 1/2	64 1/2
United States	48 1/2	47 1/2	50	49	48 1/2	54 1/2
Wells, Fargo & Co.	109 1/2	109 1/2	111 1/2	*110 1/2	112	*113
COAL AND MINING.						
Caribou Consol. Min.		1 1/2	2 1/2		2 1/2	2 1/2
Cent. Arizona Min.		8 1/2	8 1/2	6 1/2	6 1/2	9 1/2
Climax Mining		1 1/2	1 1/2	1 1/2	1 1/2	
Colorado Coal & Iron		23	24 1/2		19 1/2	25 1/2
Consolidation Coal	*30	33	34		35	36 1/2
Deadwood Mining		11 1/2	14		14	15
Excelsior Mining		6 1/2	14	8 1/2	7	9 1/2
Homesake Mining		32	35 1/2		30 1/2	33 1/2
La Plata Mining		5 1/2	5 1/2		2	2
Little Pittsb'g Min.	4	2 1/2	4	2 1/2	2	2 1/2
Maryland Coal	*18			*15	18 1/2	19 1/2
Montauk Gas Coal	77 1/2	71	85			
New Central Coal		25 1/2				
Pennsylvania Coal	*10	22 1/2	22 1/2	*22 1/2	21 1/2	21 1/2
Ontario Silver Min'g	30	31	32 1/2		30	32 1/2
Quicksilver Mining	*13	10 1/2	13 1/2	*10 1/2	11	13
Do pref.	*52	51	57	*53	50 1/2	54
Silver Cliff Mining		2 1/2	4	2 1/2		
Standard Cons. Min'g	x28 1/2	27 1/2	30 1/2	*28 1/2	25 1/2	29 1/2
VARIOUS.						
Boston Water Power.		9 1/2	10			
Cañon					40	50
Del. & Hud. Canal		84 1/2	81 1/2	84 1/2	82 1/2	88
Oreg'n Ry & Nav. Co.	125	125	147		127	140
Pacific Mail		39 1/2	43 1/2	39 1/2	47 1/2	46 1/2
Pullman Pal. Car Co.	*115	118	125	*118 1/2	117	124
Sutro Tunnel	1 1/2	1 1/2	1 1/2	1 1/2	1	1 1/2

* Prices bid. † Prices asked. ‡ Ex privilege.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR OCTOBER, 1880.

Oct.	60 days.	De-mand.	Oct.	60 days.	De-mand.	Oct.	60 days.	De-mand.
1....	4 1/2	4 1/2	13....	4 1/2	4 1/2	25....	4 1/2	4 1/2
2....	4 1/2	4 1/2	14....	4 1/2	4 1/2	26....	4 1/2	4 1/2
3....	4 1/2	4 1/2	15....	4 1/2	4 1/2	27....	4 1/2	4 1/2
4....	4 1/2	4 1/2	16....	4 1/2	4 1/2	28....	4 1/2	4 1/2
5....	4 1/2	4 1/2	17....	4 1/2	4 1/2	29....	4 1/2	4 1/2
6....	4 1/2	4 1/2	18....	4 1/2	4 1/2	30....	4 1/2	4 1/2
7....	4 1/2	4 1/2	19....	4 1/2	4 1/2	31....	4 1/2	4 1/2
8....	4 1/2	4 1/2	20....	4 1/2	4 1/2			
9....	4 1/2	4 1/2	21....	4 1/2	4 1/2			
10....	4 1/2	4 1/2	22....	4 1/2	4 1/2			
11....	4 1/2	4 1/2	23....	4 1/2	4 1/2			
12....	4 1/2	4 1/2	24....	4 1/2	4 1/2			

THE DEBT STATEMENT FOR OCT., 1880.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of October, 1880:

INTEREST-BEARING DEBT.

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
6s of 1880..	Feb. 8, '61	Dec. 31, '80	J. & J.	\$10,888,000	\$2,526,000
6s. Or. War.	Mar. 2, '61	July 1, '81	J. & J.		711,800
6s of 1881..	July 17, '61	June 30, '81	J. & J.	108,907,600	36,578,900
6s of 1881..	Mar. 3, '63	June 30, '81	J. & J.	46,276,100	11,511,150
5s of 1881..	July 14, '70	May 1, '81	Q. & J.	301,050,400	168,600,650
4 1/2s of 1891	July 14, '70	Sept. 1, '91	Q. & J.	174,512,900	75,487,100
4s of 1907..	July 14, '70	1907	Q. & J.	534,246,250	204,122,350
4s, ref. cts.	Feb. 26, '79			\$1,175,881,250	\$499,837,950
3s, navy p. fd.	July 23, '68				\$979,200
					14,000,000
Aggregate of interest-bearing debt....				\$1,690,698,400	

On the above issues of bonds there is a total of \$3,000,826 of interest over-due and not yet called for. The total current accrued interest to date is \$14,704,121.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$5,615,665 principal and \$751,661 interest. Of this interest, \$520,392 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$379,250; do 1864, \$67,600; do 1865, \$114,050; consols of 1865, \$529,900; do 1867, \$1,830,150; do 1868, \$573,250; 10-40s of 1864, \$1,431,150; 3's certs., \$5,000.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes	July 17, '61; Feb. 12, '62	\$80,825
Legal-tender notes	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,681,016
Certificates of deposit	June 8, '72	8,765,000
Gold certificates	March 3, '63	7,454,500
Silver certificates	February 28, '78	27,113,960
Fractional currency	July 17, '62; Mar. 3, '63; June 30, '64	\$15,557,795
Less amt. est'd lost or destr'd, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest.....		\$397,257,162
Unclaimed Pacific Railroad interest.....		8,077

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 6 per cent.....	\$217,699,550	
Bonds at 5 per cent.....	469,651,050	
Bonds at 4 1/2 per cent.....	250,000,000	
Bonds at 4 per cent.....	738,368,600	
Refunding certificates.....	979,200	
Navy pension fund.....	14,000,000	
Total interest-bearing debt.....	\$1,690,698,400	\$17,704,943
Debt on which int. has ceased since maturity	5,615,665	751,661
Debt bearing no interest—		
Old demand and legal-tender notes.....	346,741,841	
Certificates of deposit.....	8,765,000	
Gold and silver certificates.....	34,568,460	
Fractional currency.....	7,181,861	
Total debt bearing no interest.....	\$397,257,162	
Unclaimed Pacific Railroad interest.....		8,077
Total.....	\$2,093,571,227	\$18,464,687
Total debt, principal and interest, to date, including interest due not presented for payment.....	\$2,112,035,914	
Total cash in Treasury.....	203,545,486	
Debt, less cash in Treasury, Nov. 1, 1880.....	\$1,908,490,427	
Debt, less cash in Treasury, Oct. 1, 1880.....	1,915,594,182	
Decrease of debt during the past month.....		\$7,103,754
Decrease of debt since June 30, 1880.....		33,681,867
CURRENT LIABILITIES—		
Interest due and unpaid.....		\$3,000,826
Debt on which interest has ceased.....		5,615,665
Interest thereon.....		751,661
Gold and silver certificates.....		34,568,460
U. S. notes held for redemption of certificates of deposit.		8,765,000
Cash balance available Oct. 1, 1880.....		150,843,873
Total.....		\$203,545,486
AVAILABLE ASSETS—		
Cash in the Treasury.....		\$203,545,486

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

<i>Character of Issue.</i>	<i>Amount outstanding.</i>	<i>Interest paid by U. S.</i>	<i>Interest repaid by transporta'tn</i>	<i>Balance of interest paid by U. S.</i>
Central Pacific ..	\$25,885,120	\$18,793,233	\$3,289,580	\$14,855,381
Kansas Pacific ..	6,303,000	4,994,793	2,474,168	2,520,625
Union Pacific ..	27,326,512	20,035,278	7,986,019	12,159,258
Central Br. U. P.	1,230,000	1,000,000	59,522	1,199,256
Western Pacific ..	1,970,560	1,313,548	9,367	1,304,181
Sioux City & Pac.	1,628,320	1,171,199	110,205	1,060,994
Total	\$64,623,512	\$47,589,861	\$13,838,862	\$33,095,799

returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

LIABILITIES, NOVEMBER 1, 1880.	
Fund for redemption of certificates of deposit, June 8, 1872.....	\$8,775,000 00
Post-office Department account.....	1,317,544 64
Disbursing officers' balances.....	22,769,917 21
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation".....	20,349,802 25
Undistributed assets of failed national banks.....	592,230 18
Five per cent fund for redemption of national bank notes.....	15,369,491 18
Fund for redemption of national bank gold notes.....	475,965 00
Currency and minor-coin redemption account.....	3,184 28
Fractional silver-coin redemption account.....	39,662 30
Interest account.....	73,033 50
Interest account, Pacific Railroads and L. & P. Canal Co.....	5,190 00
Treasurer U. S., agent for paying interest on D. C. bonds.....	351,971 73
Treasurer's transfer checks outstanding.....	1,961,832 23
Treasurer's general account—	
Interest due and unpaid.....	\$8,871,461 34
Called bonds and interest.....	5,550,742 04
Old debt.....	14,355 07
Gold certificates.....	7,457,500 00
Silver certificates.....	27,113,950 00
Drafts outstanding.....	238,050 42
Balance, including bullion fund.....	145,668,725 87
	\$197,714,027 94
	\$270,298,852 44

ASSETS, NOVEMBER 1, 1880.	
Gold coin and bullion.....	\$140,725,952 74
Standard silver dollars.....	47,084,459 00
Fractional silver coin.....	24,629,489 89
Silver bullion.....	6,043,367 37
Gold certificates.....	6,800 00
Silver certificates.....	7,333,719 00
United States notes.....	22,418,992 71
National bank notes.....	3,970,338 80
National bank gold notes.....	226,885 00
Fractional currency.....	72,667 11
Deposits held by national bank depositaries.....	12,217,573 61
Nickel and minor coin.....	892,029 16
New York and San Francisco exchange.....	1,093,000 00
One and two-year notes, &c.....	2,308 96
Redeemed certificates of deposit, June 8, 1872.....	150,000 00
Quarterly interest checks and coin coupons paid.....	313,451 96
Registered and unclaimed interest paid.....	10,303 50
U. S. bonds and interest.....	2,193,103 03
Interest on District of Columbia bonds.....	297 98
Deficits, unavailable funds.....	690,848 30
Speaker's certificates.....	123,264 32
Pacific Railroad interest paid.....	
	\$270,298,852 44

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Oct. 23.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Paris.....	Short.	25-30 @ 25-40	Oct. 22	Short.	25-32
Paris.....	3 mos.	25-50 @ 25-60			
Amsterdam.....	Short.	12-2 @ 12-2 1/2	Oct. 22	Short.	12-12
Amsterdam.....	3 mos.	12-4 @ 12-4 1/2			
Antwerp.....	"	25-52 1/2 @ 25-57 1/2	Oct. 22	3 mos.	25-35
Berlin.....	"	20-60 @ 20-65	Oct. 22	Short.	20-39
Hamburg.....	"	20-60 @ 20-65	Oct. 22	"	20-39
Frankfort.....	"	20-60 @ 20-65	Oct. 22	"	20-39
Vienna.....	"	12-00 @ 12-05	Oct. 22	"	117-90
St. Petersburg.....	"	23 3/4 @ 23 1/2			
Madrid.....	"	46 3/4 @ 46 1/2			
Cadiz.....	"	47 1/2 @ 46 3/4			
Lisbon.....	"	53 1/2 @ 52 1/2			
Genoa.....	"	28-00 @ 28-07 1/2	Oct. 22	3 mos.	27-70
Copenhagen.....	"	18-40 @ 18-45			
Alexandria.....	"				
New York.....	"		Oct. 22	Short.	4 81
Bombay.....	30 days	1s. 8 1/2d.	Oct. 22	4 mos.	1s. 8 1/2d.
Calcutta.....	"	1s. 8 1/2d.	Oct. 22	"	1s. 8 1/2d.
Hong Kong.....	"		Oct. 22	"	1s. 9 3/4d.
Shanghai.....	"		Oct. 22	"	5s. 2 1/2d.

[From our own correspondent.]

London, Saturday, October 23, 1880.

There has been rather more business doing in gold for transmission to America during the week, but the principal demand has been on the Continent. From the 16th to 18th, the French steamers took out £600,000 in gold, and further amounts will probably follow. In the state of the money market in this country there has not been much alteration. The Bank rate remains at 2½ per cent, and in the open market the quotation is about 2 per cent for three months' bills. The Bank return is satisfactory, there being an increase in the proportion of reserve to liabilities from 47·27 per cent to 48·72 per cent. The directors of the Bank have been transacting a larger loan and discount business, while the supply of bullion has been raised by £347,237 and the total reserve by £673,972. The trade reports are fairly satisfactory, and a continuance of this state of things is anticipated during the remainder of the year. The commerce of 1880 will compare favorably with the preceding year, and we may hope that our commerce will be further extended in 1881. There will probably be no general election to interrupt business, but there will still be the Irish and Turkish questions to arrange. The new year promises to open with a cheap money market, and it is still doubtful when money will become dear. Mercantile paper is only moder-

ately offered, the increase in the supply being surprisingly small when it is borne in mind that trade has improved considerably compared with the first nine months of last year. The Board of Trade returns, which will be issued in about a fortnight, are again expected to show favorable results, as business has been of a fair substantial character of late. The changes in the value of money during the week have not been important, and the rates are as follows:

	Per cent.	Open-market rates—	Per cent.
Bank rate.....	2½	4 months' bank bills.....	2½ @ 2½
Open-market rates—		6 months' bank bills.....	2½ @ 2½
30 and 60 days' bills.....	2	4 & 6 months' trade bills.....	2½ @ 3
3 months' bills.....	2		

The rates of interest allowed by the joint-stock banks and discount houses are as follows:

	Per cent.
Joint-stock banks.....	1½
Discount houses at call.....	1½
Do with 7 or 14 days' notice.....	1½

Annexed is a statement showing the present position of the Bank, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule yarn, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1880.	1879.	1878.	1877.
Circulation, excluding Bank post bills.....	26,955,845	28,524,200	30,031,595	27,691,175
Public deposits.....	4,380,387	4,936,633	2,929,211	3,933,276
Other deposits.....	28,178,536	32,862,392	27,859,388	21,801,793
Government securities.....	16,365,070	19,170,528	16,337,672	15,143,604
Other securities.....	18,106,752	17,875,855	23,311,846	18,581,766
Res'v'e of notes & coin.....	16,002,714	18,733,664	9,166,261	10,002,505
Gold and bullion in both departments.....	27,958,359	32,257,864	24,247,846	22,693,680
Proportion of assets to liabilities.....	48·72			
Bank rate.....	2½ p.c.	2 p.c.	6 p.c.	5 p.c.
Consols.....	99	98	94½	96¾
Eng. wheat, av. price.....	41s. 5d.	49s. 9d.	39s. 3d.	52s. 9d.
Mid. Upland cotton.....	6¾d.	6¾d.	5½d.	6¾d.
No. 40 mule yarn.....	10½	9¾	9¾d.	10¾d.
Clearing-House ret'n.....	130,005,000	88,600,000	81,414,000	84,478,000

The demand for gold has been moderate, and further large shipments have been made from French ports. Silver, which was somewhat easier in the early part of the week, has become steady, without much alteration in the quotation. The value of Mexican dollars has somewhat improved. The following prices of bullion are from Messrs. Pixley & Abell's circular:

GOLD.		s. d.	s. d.
Bar gold, fine.....	per oz. standard.	77 9	@
Bar gold, containing 20 dwts. silver, per oz. standard.....		77 10½	@
Spanish doubloons.....	per oz.	73 9	@ 73 11
South American doubloons.....	per oz.	73 9	@
United States gold coin.....	per oz.	76 3½	@
German gold coin.....	per oz.	76 3½	@
SILVER.		s. d.	s. d.
Bar silver, fine.....	per oz. standard.	52 16	@
Bar silver, containing 5 grs. gold.....	per oz. standard.	52 16	@
Cake silver.....	per oz.	56 3½	@
Mexican dollars.....	per oz.	51 8	@
Chilian dollars.....	per oz.	51 8	@
Quicksilver, 26 17s. 6d.	Discount, 3 per cent.		

India Council bills were sold on Wednesday at 1s. 8d. the rupee.

The following are the current rates of discount at the principal foreign centres:

	Bank rate.	Open market.		Bank rate.	Open market.
	Pr. ct.	Pr. ct.		Pr. ct.	Pr. ct.
Paris.....	3½	3½	Genoa.....	4	3½
Amsterdam.....	3	2½ @ 2½	Geneva.....	4	5
Brussels.....	3	2½	Madrid, Cadiz & Barcelona.....	4	5
Berlin.....	4½	4	Lisbon & Oporto.....	5½	5½
Hamburg.....	4½	4	Copenhagen.....	3½ @ 1	3½
Vienna.....	4	3½	New York.....		5 @ 5½
St. Petersburg.....	4	6	Calcutta.....	4	

There has been a quieter feeling in the wheat trade, millers showing less disposition to operate extensively. A good business is nevertheless in progress, and the late advance in prices is well supported. British farmers are delivering only a moderate supply, there being still some disappointment with regard to the quantity coming forward. Indian corn is still attracting attention, in consequence of the failure of the rye crop in Prussia.

During the week ended October 16 the sales of home-grown produce in the 150 principal markets of the United Kingdom amounted to 56,471 quarters, against 26,122 quarters last year; and it is estimated that in the whole kingdom they were 225,800 quarters, against 104,500 quarters in 1879 and 230,300 quarters in 1878. Since harvest the sales in the 150 principal markets have been 309,978 quarters, against 136,018 quarters last year; while it is computed that in the whole kingdom they have been 1,240,000 quarters, against 544,100 quarters in the corresponding period of 1879 and 1,847,320 quarters in the corresponding period of 1878. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated

that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply of wheat in the United States is also given:

	1880.	1879.	1878.	1877.
Imports of wheat, cwt. 11,435,601	11,370,764	8,639,991	8,415,685	
Imports of flour.....	1,691,596	1,691,261	1,006,273	932,407
Sales of home-grown produce.....	5,373,000	2,358,640	8,005,000	6,836,500
Total.....	18,500,197	15,420,665	17,651,264	16,204,592
Deduct exports of wheat and flour.....	258,894	222,198	452,388	327,792
Result.....	18,241,303	15,198,467	17,198,876	15,876,800
Average price of English wheat for season (qr.) 41s. 5d.	47s. 11d.	42s. 6d.	57s. 0d.	
Visible supply of wheat in the U. S. bush. 14,400,000				

The following return shows the extent of our imports and exports of grain into and from the United Kingdom during the first eight weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.				
	1880.	1879.	1878.	1877.
Wheat.....cwt.	11,435,601	11,370,764	8,639,991	8,415,685
Barley.....	2,009,501	2,463,500	2,640,156	2,751,342
Oats.....	2,194,820	2,551,899	1,724,230	1,683,233
Peas.....	294,635	103,932	268,530	174,002
Beans.....	222,265	426,893	246,475	709,925
Indian corn.....	7,103,756	3,865,125	6,299,286	4,558,682
Flour.....	1,691,596	1,691,261	1,006,273	932,407
EXPORTS.				
	1880.	1879.	1878.	1877.
Wheat.....cwt.	235,520	174,767	435,933	322,560
Barley.....	1,612	3,579	17,233	18,233
Oats.....	29,890	3,837	4,322	20,937
Peas.....	15,870	13,931	3,081	27,934
Beans.....	9,794	3,808	835	2,285
Indian corn.....	35,710	249,505	54,012	23,401
Flour.....	23,374	47,431	16,455	5,322

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, as reported by cable, are shown in the following summary:

London Money and Stock Market.—The bullion in the Bank of England has decreased £957,000 during the week. The specie in the Bank of France during the same time decreased 3,595,000 francs in gold and 1,509,000 francs in silver.

	Sat. Oct. 30.	Mon. Nov. 1.	Tues. Nov. 2.	Wed. Nov. 3.	Thurs. Nov. 4.	Fri. Nov. 5.
Silver, per oz.....d.	51 1/16	51 1/16	51 1/16	51 1/16	51 1/16	51 1/16
Consols for money.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Consols for account.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Fr. rentes (in Paris) fr. 85-97 1/2				85-62 1/2	85-97 1/2	85-40
U. S. 5s of 1881.....	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4
U. S. 4s of 1891.....	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4	113 1/4
U. S. 4s of 1907.....	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4
Erie, common stock.....	45 1/4	47	47 1/4	45 1/4	44 1/4	44 1/4
Illinois Central.....	121 1/4	122	123	122 1/4	120 1/4	120 1/4
Pennsylvania.....	63 1/4	65 1/4	66 1/4	65 1/4	65 1/4	65 1/4
Philadelphia & Reading.....	23 1/4	24 1/4	25 1/4	24 1/4	23 1/4	23 1/4
New York Central.....	140 1/4	142	142 1/4	141 1/4	140 1/4	140 1/4

Liverpool Breadstuffs and Provisions Markets.

	Sat. s. d.	Mon. s. d.	Tues. s. d.	Wed. s. d.	Thurs. s. d.	Fri. s. d.
Flour (ex. State). 100 lb. 12 6	12 6	12 6	12 6	12 9	12 9	12 9
Wheat, No. 1, wh. " 9 2	9 3	9 3	9 3	9 5	9 6	9 6
Spring, No. 2, " 9 2	9 3	9 3	9 3	9 5	9 5	9 5
Winter, West, n. " 9 2	9 4	9 4	9 4	9 6	9 7	9 7
Cal. white, " 9 2	9 2	9 3	9 3	9 3	9 3	9 3
Corn, mixed, West, " 5 5	5 5	5 5	5 7	5 7	5 7 1/2	5 7 1/2
Pork, West, mess, @bbbl. 60	63 0	63 0	67 0	67 0	67 0	73 0
Bacon, long clear, cwt. 44	6 45	6 45	6 45	6 45	6 45	6 45
Beef, pr. mess, @ tierce, 60	60 0	60 0	60 0	58 0	58 0	58 0
Lard, prime West, @cwt. 15	6 45	6 45	6 46	6 46	6 46	6 46
Cheese, Am. choice " 65	6 65	6 65	6 66	6 67	6 67	6 67

Liverpool Cotton Market.—See special report on cotton.

Commercial and Miscellaneous News.

NATIONAL BANKS ORGANIZED.—The following-named National Banks were organized:

October 18.—The First National Bank of Rondout, N. Y. Organization No. 2,493. Authorized capital, \$300,000; paid-in capital, \$300,000. Thomas Cornell, President; Charles Bray, Cashier. This bank went into liquidation Oct. 13 and reorganized Oct. 18.

October 25.—The Manufacturers' National Bank of Waterbury, Conn. Organization No. 2,494. Authorized capital, \$100,000; paid-in capital, \$50,000. David B. Hamilton, President; Charles R. Baldwin, Cashier.

October 25.—The First National Bank of Granville, O. Organization No. 2,496. Authorized capital, \$50,000; paid-in capital, \$30,000. H. L. Bancroft, President; E. M. Downer, Cashier.

November 1.—The Citizens' National Bank of Cincinnati, O. Organization No. 2,495. Authorized capital, \$1,000,000; paid-in capital, \$500,000. B. L. Cunningham, President; Geo. W. Forbes, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,049,886, against \$9,339,665 the preceding week and \$8,182,832 two weeks previous. The exports for the week ended Nov. 2 amounted to \$10,321,211, against \$8,324,715 last week and \$9,273,799 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 28 and for the week ending (for general merchandise) Oct. 29:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1877.	1878.	1879.	1880.
Dry Goods.....	\$854,391	\$1,317,652	\$1,256,578	\$1,264,187
General mdse.....	4,778,425	4,753,548	5,022,579	5,785,699
Total week.....	\$5,632,816	\$6,071,200	\$6,279,157	\$7,049,886
Prev. reported.....	270,935,700	237,716,345	268,517,600	406,321,186
Total 'ee Jan. 1.....	\$276,568,516	\$243,787,545	\$274,796,757	\$413,371,072

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending November 2:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1877.	1878.	1879.	1880.
For the week.....	\$6,089,004	\$5,986,068	\$8,523,292	\$10,321,211
Prev. reported.....	236,307,777	288,639,406	286,705,565	341,821,636
Total 'ee Jan. 1.....	\$242,396,781	\$294,625,474	\$295,228,837	\$332,142,847

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 30.

	Exports from New York.		Imports at New York.	
	Gold.	Silver.	Gold.	Silver.
Great Britain.....	\$1,600	\$208,850	\$.....	\$.....
France.....			1,102,030	
Germany.....			2,257,192	13,938
West Indies.....			11,770	26,183
Mexico.....			878	3,001
South America.....			725	360
All other countries.....			15,440	
Total.....	\$1,600	\$208,850	\$3,388,035	\$43,482

Of the above imports \$7,505 were American gold coin and \$31,642 silver coin.

The movement from January 1 to date includes the export of \$2,165,723 gold and \$4,831,193 silver, and the import of \$45,556,430 gold and \$4,183,523 silver. The total exports and imports of specie at New York in the present and several previous years have been as follows:

Year.	Exports.	Imports.	Year.	Exports.	Imports.
1880.....	\$6,996,916	\$49,739,953	1875.....	\$65,836,687	\$11,474,383
1879.....	13,169,234	59,753,355	1874.....	45,095,380	5,437,264
1878.....	11,189,174	17,942,992	1873.....	44,851,240	15,102,494
1877.....	24,775,272	12,612,655	1872.....	63,883,456	5,329,402
1876.....	41,484,716	8,587,026	1871.....	58,590,068	8,403,063

STATEMENT OF THE COMPTROLLER OF THE CURRENCY, showing by States the amount of National Bank circulation issued, and the amount of Legal Tender notes deposited in the United States Treasury to retire National Bank circulation, from June 20, 1874, to Nov. 1, 1880, and amount remaining on deposit at latter date.

STATES AND TERRITORIES.	Additional Circulation issued s'ee June 20, 1874.	Legal-Tender Notes Deposited to Retire National Bank Circulation since June 20, 1874.		Legal Tenders on deposit with U. S. Treasurer at date.
		Redemp'n of Notes of Liquidat-ing Banks	To retire Circulat'n under Act of June 20, 1874.	
			Total Deposits.	
Maine.....	1,461,180	317,000	600,000	190,932
N. Hampshire.....	632,865	72,997	55,800	128,797
Vermont.....	1,799,660	274,597	1,148,240	1,422,837
Massachusetts.....	20,875,150	234,800	8,352,300	8,587,100
Rhode Island.....	1,910,320	32,350	954,985	987,335
Connecticut.....	2,500,610	65,350	2,293,830	2,359,180
New York.....	20,942,845	2,272,878	25,446,181	27,719,059
New Jersey.....	1,713,165	298,303	1,505,637	1,803,940
Pennsylvania.....	11,082,540	1,294,226	7,385,121	8,679,347
Delaware.....	232,275			
Maryland.....	1,302,310	166,600	1,646,380	1,812,980
Dist. Columbia.....	456,500	422,664	458,060	880,724
Virginia.....	845,500	915,369	907,510	1,822,879
West Virginia.....	226,810	731,060	355,185	1,086,245
N. Carolina.....	1,233,660	128,200	1,012,585	1,140,785
S. Carolina.....	99,700		953,380	20,701
Georgia.....	520,350	287,725	437,675	725,400
Florida.....	72,000			
Alabama.....	207,000	90,000	139,500	229,500
Mississippi.....				291
Louisiana.....	1,285,110	650,750	2,099,250	2,750,000
Texas.....	368,100	29,800	229,340	259,140
Arkansas.....	171,000		171,000	25,500
Kentucky.....	3,811,430	629,867	1,504,933	2,134,800
Tennessee.....	647,170	370,401	533,859	904,260
Missouri.....	767,260	998,510	3,742,390	4,740,900
Ohio.....	3,134,180	1,587,057	3,074,584	4,661,641
Indiana.....	3,338,860	1,235,977	6,388,483	7,624,380
Illinois.....	2,563,365	1,769,434	6,662,146	8,431,580
Michigan.....	2,142,910	409,500	2,449,975	2,859,475
Wisconsin.....	780,530	653,860	1,013,439	1,667,299
Iowa.....	1,533,400	813,669	1,599,955	2,413,624
Minnesota.....	1,017,800	420,095	1,748,445	2,168,540
Kansas.....	147,600	781,721	190,550	972,271
Nebraska.....	67,500	45,000	233,080	278,080
Nevada.....	36,000			
Colorado.....	572,400		148,000	287,483
Utah.....	134,900	161,191	196,800	357,991
Montana.....	129,600	91,800	45,000	136,800
Wyoming.....	3,600			
New Mexico.....	90,000			
Washington.....	135,000			
Dakota.....	175,500			
California.....	777,600			
*Legal tenders.....			3,813,675	
Totals.....	91,748,275	18,390,754	85,684,998	20,560,012

* Deposited prior to June 20, 1874, and remaining at that date.

† Total deposits, \$107,889,427.

STATEMENT of the Comptroller of the Currency on Nov. 1, 1880, showing the amounts of National Bank notes and of Legal Tender notes outstanding at the dates of the passage of the Acts of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amounts outstanding at date, and the increase or decrease:

National Bank Notes—	
Amount outstanding June 20, 1874.....	\$349,894,182
Amount outstanding January 14, 1875.....	351,861,450
Amount outstanding May 31, 1878.....	322,555,985
Amount outstanding at date.....	342,518,162
Decrease during the last month.....	61,671
Increase since November 1, 1879.....	6,783,864
Legal Tender Notes—	
Amount outstanding June 20, 1874.....	\$382,000,000
Amount outstanding January 14, 1875.....	382,000,000
Amount retired under act of Jan. 14, 1875, to May 31, '78	35,318,984
Amount outstanding on and since May 31, 1878.....	346,681,016
Amount on deposit with the U. S. Treasurer to redeem notes of insolvent and liquidating banks, and banks retiring circulation under Act of June 20, 1874.....	20,560,012
Increase in deposit during the last month.....	196,729
Increase in deposit since November 1, 1879.....	7,652,813

* Circulation of national gold banks, not included in the above, \$1,315,945.

Houston & Texas Central.—The following is a comparative statement of the earnings and expenses of this road for the month of September:

	1879.	1880.
Gross earnings.....	\$365,440	\$409,367
Operating expenses.....	152,561	166,379
Net.....	\$212,878	\$242,997
Increase in gross earnings (12.02 per cent).....		\$43,927
Increase in expenses (9.05 per cent).....		13,808
Gain in net earnings (14.15 per cent).....		\$30,118
Expended for betterments.....		14,885

—Messrs. Anthony, Poor & Oliphant, of 19 Broad Street, are offering at par a few of the 6 per cent first mortgage gold bonds of the Galveston Harrisburg & San Antonio Railroad. The history of this road and its record of earnings warrants the statement that these bonds appear to be among the cheapest on the market.

—Messrs. Winslow, Lanier & Co. have advanced the price for the small balance left for sale of the 40-year 6 per cent first mortgage bonds of the Cedar Rapids Iowa Falls & Northwestern Railway Company, guaranteed by the Burlington Cedar Rapids & Northern Railroad Company, to 102 and interest.

—The card of Messrs. Breese & Smith, bankers and brokers, will be found in our advertising columns. This firm has had an experience of years in dealing in all classes of stocks and bonds, and they invite correspondence from parties desiring to form business connections with a good firm of brokers.

—The Ontario Silver Mining Company announces its sixty-first dividend of 50c. per share, payable at Wells, Fargo & Co.'s on the 15th inst. The dividends thus far paid by the Ontario now amount to \$3,050,000.

BANKING AND FINANCIAL.

OFFICE OF FISK & HATCH,

NO. 5 NASSAU STREET, NEW YORK, Oct 9, 1880.

We are receiving so many letters of inquiry as to the terms on which we receive deposit accounts of Banks, Bankers, Business Firms and individuals, that we find it necessary, in order to save clerical labor in replying to each separately in manuscript, to issue this circular for the general information of those who may desire to open accounts with a private banking house in this city.

We are prepared, on the terms mentioned below, to receive the accounts of responsible parties in good standing:

1. Except in the case of Banks, Savings Banks, or other well-known Corporations, or of individuals or firms whose character and standing are already known to us, we require satisfactory reference before opening an account.
2. We allow interest at the rate of 3 per cent per annum on the average monthly balances, when the same amount to \$1,000 or over. On accounts averaging less than \$1,000 for the month we allow no interest.
3. We render accounts current, and credit interest as above, on the last day of each month.
4. For parties keeping regular deposit accounts with us we collect and credit United States, Railroad, and other Coupons and Dividends payable in this city without charge; make careful inquiries and give the best information we can obtain respecting investments or other matters of financial interest to them, and in general serve their interests in any way in which we can be of use to them in our line of business.
5. We do not discount or buy commercial paper, but are at all times prepared to make advances to customers and correspondents on United States bonds or other first-class and marketable securities.
6. All deposits are subject to check at sight without notice.

One of our firm is a member of the New York Stock Exchange, and we give particular attention to orders by mail, telegraph, or in person, for the purchase or sale, on commission, of Investment bonds and Stocks.

We continue to buy and sell direct, without commission, all issues and denominations of United States Bonds, for immediate delivery, at our rent market rates. Very respectfully, FISK & HATCH.

The Bankers' Gazette.

NATIONAL BANKS.

Information in regard to National Banks organized and changes in their officers will hereafter be found under "Commercial and Miscellaneous News," on a preceding page.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Albany.....	\$4	Nov. 15	.....
Cincinnati San. & Cleveland pref.	4	Nov. 1	.....
Pennsylvania.....	3	Nov. 30	.....
Banks.			
Nassau.....	3	Nov. 10	Nov. 4 to Nov. 10.
Miscellaneous.			
Pullman's Palace Car (quar.).....	2	Nov. 15	.....

FRIDAY, NOV. 5, 1880—5 P. M.

The Money Market and Financial Situation.—The general elections on Tuesday formed the engrossing topic of the week. The result was conclusively settled before twelve o'clock on Tuesday night, and the markets opened on Wednesday without a shadow of doubt that Mr. Garfield had been elected President of the United States. There was much buoyancy at first, but subsequently a re-action in prices, and it is unnecessary to remark to any constant reader of our report that the whole course of affairs during the last twenty days in October showed that the probable result of the election was then being "discounted." With a renewal of their power for a term of four years, the Republican party should apply itself fearlessly to carry out such measures of financial reform as the situation of the country, and the rapidly shifting circumstances of its Finance and Commerce, may demand. The United States is pre-eminently a country in which business interests dominate all others; and in the late campaign it was easily discernible to an impartial observer that the great questions of trade, money and business prosperity exerted an influence upon the immense conservative floating vote, which far outweighed in that quarter the effects of the partisan cries and political abuse raised by either party.

Mr. Sherman has discontinued his purchases of bonds for the sinking fund, or rather he proposes to limit his purchases now to the sixes falling due in December, 1880 (\$13,414,000), and if these bonds are not offered in sufficient amount he will accumulate the money in the Treasury to pay them when they mature. This course will reduce the supplies of our money market by \$2,500,000 per week (provided the bonds are not offered), and may very possibly have the effect of causing higher rates for money. This course of action, adopted immediately after the election, is made the subject of sharp criticism by Mr. Sherman's opponents.

The money market has shown a tendency to firmer rates, and on Government collaterals the price of call loans is usually 3 per cent, while stock borrowers have usually paid 3@5 per cent. Prime commercial paper is yet quoted at 5@5½ per cent.

The Bank of England weekly statement on Thursday showed a decrease of £957,000 in specie, but the percentage of reserve was only reduced to 50½, against 50 9-16 the previous week; the discount rate remains at 2½ per cent. The Bank of France lost 3,595,000 francs gold and 1,509,000 francs silver.

The last statement of the New York City Clearing House banks, issued October 30, showed an increase of \$178,125 in the surplus over legal reserve, the total surplus being \$3,743,575, against \$3,565,450.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1880. Oct. 30.	Differ'nces fr'm previous week.	1879. Nov. 1.	1878. Nov. 2.
Loans and dis.	\$317,880,200	Inc. \$836,900	\$271,238,600	\$244,511,800
Specie.....	66,372,400	Inc. 758,500	29,675,300	24,144,100
Circulation..	18,648,500	Dec. 54,100	22,600,500	19,904,300
Net deposits.	302,522,100	Inc. 1,751,100	234,412,000	215,443,400
Legal tenders.	13,016,700	Dec. 142,600	28,615,900	40,219,000
Legal reserve.	\$75,645,525	Inc. \$437,775	\$58,603,000	\$53,860,850
Reserve held.	79,389,100	Inc. 615,900	58,291,200	64,363,100
Surplus.....	\$3,743,575	Inc. \$178,125	Def. \$311,800	\$10,502,250

United States Bonds.—Government securities have shared in the general firmness of the week, but the determination of Secretary Sherman to purchase only the sixes of 1880 took the market by surprise. There are only about \$13,400,000 of these bonds outstanding, and of the prospect that they will be offered for purchase the *Evening Post* money article says to-day: "Whether the Treasury will get many of these bonds in advance of maturity is a question. If the bonds were in the hands of Wall Street people or dealers, they would undoubtedly be sold to the Treasury at its own price, which is very liberal, as will be seen when it is remembered that the holder, up to December 31, will get the principal of the bond (100) and the half-yearly interest of 3 per cent, or only 103. By selling now at 102½ the seller gets his money which can be lent for 4 per

cent, and if held for call loans may command very much more before the year closes; whereas if he refuses to sell now at 102½ and holds for 103 on December 31, he gets interest on his investment for the remaining fifty-six days at the rate of less than 2 per cent per annum—the exact figures being 1.629 per cent. As said, however, these bonds are not in the hands of dealers or those who make fine calculations; and if the Treasury gets half of the \$13,414,000 outstanding before December 31 it will be better than is expected by those best able to form a correct opinion.

To-day the Assistant Treasurer in New York was instructed to purchase \$1,500,000 of these bonds on informal offers at 102½; and afterwards to receive proposals on Wednesdays for the sale to him of the same bonds, the prices and amounts not being specified.

The closing prices at the New York Board have been as follows:

	Interest Periods.	Oct. 30.	Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.	Nov. 5.
6s, 1880.....reg.	J. & J.	102½	102½	102½	102½	102½	102½
6s, 1880.....coup.	J. & J.	102½	102½	102½	102½	102½	102½
6s, 1881.....reg.	J. & J.	104½	104½	104½	104½	104½	104½
6s, 1881.....coup.	J. & J.	104½	104½	104½	104½	104½	104½
5s, 1881.....reg.	Q.-Feb.	101½	102	101½	101½	101½	101½
5s, 1881.....coup.	Q.-Feb.	103	x02	102	101½	101½	101½
4s, 1891.....reg.	Q.-Mar.	110½	x09½	110½	110	109½	109½
4s, 1891.....coup.	Q.-Mar.	110½	x10½	110½	110	109½	109½
4s, 1907.....reg.	Q.-Jan.	109½	x09½	109½	110½	110	109½
4s, 1907.....coup.	Q.-Jan.	109½	110	110½	110	109½	109½
6s, cur'cy, 1895.....reg.	J. & J.	125	x126	126	126	126	126
6s, cur'cy, 1896.....reg.	J. & J.	125½	x126½	126½	127	127	127
6s, cur'cy, 1897.....reg.	J. & J.	126	x127	127	128	128	128
6s, cur'cy, 1898.....reg.	J. & J.	126	130	129	129	129	129
6s, cur'cy, 1899.....reg.	J. & J.	127	x129	130	130	130	130

* This is the price bid at the morning Board: no sale was made.

The range in prices since Jan. 1, 1880, and the amount of each class of bonds outstanding Nov. 1, 1880, were as follows:

	Range since Jan. 1, 1880.		Amount Nov. 1, 1880.	
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880....cp.	101½ July 27	104½ May 20	\$10,888,600	\$2,526,000
6s, 1881....cp.	103½ July 9	107½ May 26	155,133,700	18,390,050
5s, 1881....cp.	101½ Nov. 4	104½ Apr. 28	301,050,400	168,600,650
4s, 1891....cp.	106½ Jan. 2	111½ Aug. 2	174,512,900	75,487,100
4s, 1907....cp.	103 Jan. 2	110½ Sept. 3	531,246,250	204,122,350
6s, cur'cy reg.	125 Apr. 21	130 Sept. 9	61,623,512	

Closing prices of securities in London for three weeks past and the range since January 1, 1880, were as follows:

	Oct. 22.	Oct. 29.	Nov. 5.	Range since Jan. 1, 1880.
	Lowest.	Highest.		
U. S. 5s of 1881.....	104½	104½	104½	104½ Apr. 15 106½ Jan. 12
U. S. 4½s of 1891.....	113½	113½	114½	109½ Jan. 2 115½ Nov. 3
U. S. 4s of 1907.....	113	112½	113½	106½ Jan. 2 114½ Aug. 31

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

	Receipts.	Payments.	Balances.
	\$	\$	Gold. Currency.
Oct. 30...	1,598,128 07	638,482 70	72,129,861 79 4,666,700 73
Nov. 1...	2,154,882 92	3,168,665 06	71,120,795 26 4,641,985 12
" 2...	1,218,687 08	2,797,265 31	69,579,853 38 4,604,348 77
" 3...	1,459,541 85	906,251 29	70,211,587 02 4,525,905 69
" 4...	2,151,202 24	1,421,408 75	70,944,041 58 4,523,245 62
Total.....	8,582,442 16	8,952,073 11	

State and Railroad Bonds.—Among the State bonds Tennessee have been decidedly strong on the defeat of the repudiators' ticket in that State. Virginias are also strong, and the deferred certificates are dealt in on speculative account, and the holders in London have just appointed a committee to endeavor to get some recognition of these bonds. Louisiana bonds are also strong.

Railroad bonds have been very active at high prices. The leading speculative bonds have kept pace with the stocks of their respective companies, and rival them as favorites for speculative transactions at the Board. The prices of old bonds are so high that nearly everything of respectable stand bearing 6 per cent interest is now advancing towards par, or even selling above that figure.

Railroad and Miscellaneous Stocks.—The stock market has been quite irregular, with a pretty large volume of business. On Monday, before the elections, confidence was well sustained and prices of many stocks advanced. On Wednesday, when the result was known, the market was also buoyant on large transactions. But it was almost inevitable that after the elections were over there should be a very considerable movement to realize by many holders of stocks who could secure a handsome profit; and such a movement actually taking place, prices naturally gave way on Thursday and this morning. This afternoon, however, there was a sharp rally, and the closing prices were often near the best of the day. Against the idea of any great collapse in stocks under a bear attack, similar to that of November, 1879, there now stands the almost unlimited confidence in the commercial prosperity of the country, and in the capacity of the railroads to make large earnings. The practical result of this should be to bring in strong purchasers of stocks on every decline which seems to offer a fair profit. The ways of cliques, however, are past finding out, and if the money market should work closely and a bear combination should be formed to buy in stocks at lower figures before the end of the year, it is not impossible that prices could be hammered down materially.

Reading has been active, and again advanced to-day above 50 at the New York Board, on the announcement that the American committee appointed by the managers of the Philadelphia & Reading Railroad Company to confer with the English interest is as follows: Messrs. J. B. Lippincott, J. V. Williamson, Eckley P. Cox, H. Pratt McKean, Moses Taylor, or a representative he may name, Charles H. Rogers, Isaac Hinckley, Frederick Fraley and Thomas Cochran. Pennsylvania Railroad is steady on the 4 per cent semi-annual dividend. Among the stocks that have advanced most is Central Pacific, and it is quite possible that this company or the Southern Pacific, which is nearly the same, may control the Galveston Harrisburg & San Antonio Road. In the two Wabash stocks there has probably been as much disappointment by purchasers for an advance as in any others, and the preferred has fallen back about 4 per cent from the best price of the week. The daily highest and lowest prices have been as follows:

	Saturday, Oct. 30.	Sunday, Nov. 1.	Tuesday, Nov. 2.	Wednesday, Nov. 3.	Thursday, Nov. 4.	Friday, Nov. 5.
Am. Dist. Tel.	41	41	73½	73½	72	73
Atl. & Pac. Tel.	67½	68½	67	68½	65½	65½
Canada Southern	77½	78½	77½	78½	75½	77
Cent. of N. J.	77½	78½	77½	78½	75½	77
Cent. Pacific	79½	79½	79½	79½	80½	84
Ches. & Ohio	80	80½	80½	80½	80½	84
Do 1st pref.	20	20½	20½	20½	20½	20½
Do 2d pref.	21	22	21	22	21½	22
Chic. & Alton	133	136½	137½	138	137	136
Chic. Bur. & Q.	143½	146	145½	146½	146½	146½
Chic. & St. P.	103½	104½	104½	104½	104½	104½
Do pref.	119	119½	119½	119½	118	119
Chic. & N. W.	114½	115½	114½	115½	115	117
Do pref.	139½	139½	138	139	139½	139½
Chic. & N. E.	124½	125½	124½	125½	124½	124½
Ch. St. L. & N. O.	39	39	39½	39½	40	40½
Ch. St. L. & M. & O.	44½	45	45½	45½	44½	44½
Do pref.	84½	85	85½	85½	84½	84½
Clev. C. & I.	81½	82½	82½	82½	81½	81½
Col. Chic. & I.	18½	19½	18½	19½	18½	18½
Del. & H. Canal	80½	80½	80½	80½	80½	80½
Del. Lack. & W.	97½	97½	97½	97½	97½	97½
Denver & R. G.	73	74½	73	74½	73	73½
Han. & St. Jo.	42½	42½	42½	43	42	40
Do pref.	88½	89½	89	90	88½	88½
Hous. & Tex. C.	76	76	76	76	72	72
Illinois Cent.	118½	118½	118½	118½	117	117
Lake Erie & W.	33	33	33	33	32½	32½
Lake Shore	115½	116½	115½	116½	115½	114½
Louis. & Nash.	169	169½	169	171	170	168½
Manhattan	37	37	37	37½	37½	36½
Mar. & Ist. pf.	6½	7	6½	7	7	7
Do 2d pf.	6½	7	6½	7	7	7
Mich. Central	106½	109	108½	109½	108½	107½
Mobile & Ohio	23½	23½	23½	23½	23½	23½
Mo. Kan. & T.	39	39½	39	39½	38½	37½
Mor. & Essex	116	116½	116	116½	116	116
Nash. Chic. & St. L.	60	60½	60	60	59½	59
New Cent. Coal	135½	136½	136½	137½	136½	136½
N. Y. C. & H. R.	44½	44½	44½	44½	43½	43½
N. Y. L. & E. & W.	44½	44½	44½	44½	43½	43½
Do pref.	74½	74½	74½	74½	73½	73½
N. Y. Ont. & W.	24½	25½	24½	25½	24½	24½
Northern Pac.	20½	20½	20½	20½	20½	20½
Do pref.	52½	53½	53	53½	52½	53
Ohio Central	20	20½	20½	20½	20½	20½
Ohio & Miss.	36	37½	36½	37½	36½	36
Do pref.	70	70	70	70	68½	68½
Pacific Mail	45½	47½	46½	47½	46½	47½
Panama	44½	47½	47	48½	48½	50½
Phil. & Read.	44½	47½	47	48½	48½	50½
St. L. & A. & H.	28	29	28	29	28	28
Do pref.	88½	90	89	90	89	89
St. L. & M. & S.	51	52	51½	52½	51½	51½
St. L. & S. Fran.	40½	42	40½	42	41	40½
Do pref.	51½	53	51½	53	51½	51½
Do 1st pref.	79	79½	80	80	79	78
Sutro Tunnel	1½	1½	1½	1½	1½	1½
Union Pacific	93½	93½	93½	93½	93½	92½
Wab. St. L. & P.	43½	44½	43½	44½	43½	43½
West. Un. Tel.	109½	109½	109½	109½	109½	109½

* These are the prices bid and asked: no sale was made at the Board.

Total sales of leading stocks for the week ending Thursday, and the range in prices for the year 1879, and from Jan. 1, 1880, to date, were as follows:

	Sales of Week, Shares.	Range since Jan. 1, 1880.				Range for Year 1879	
		Lowest.		Highest.		Low.	High.
Canada Southern....	6,635	40	May 17	74½	Jan. 14	45½	78½
Central of N. J.	61,835	45	May 25	90½	Mar. 8	33½	89½
Chicago & Alton.....	4,018	99½	Jan. 2	140	Nov. 3	75	100½
Chic. Burl. & Quincy	12,813	113	June 2	152	Jan. 26	111½	134½
Chic. Mil. & St. P.	74,202	66½	May 25	107½	Nov. 3	34½	82½
Do do pref.	1,120	99	May 10	121	Oct. 28	74½	102½
Chic. & Northw.	40,595	87½	July 9	117½	Oct. 21	49½	94½
Do do pref.	3,068	104	Feb. 10	142½	Oct. 26	76½	108
*Chic. Rock. I. & Pac.	3,280	100½	June 11	1204	June 8	119	150½
Col. Chic. & Ind. Cent.	7,145	9½	May 1	25½	Jan. 26	5	28
Del. & Hudson Cana.	17,365	60	May 25	88½	Nov. 3	38	89½
Del. Lack. & Western	141,900	64½	May 25	100½	Nov. 3	43	94
Hannibal & St. Jo.	29,280	22½	May 25	44½	Sept. 2	13½	41
Do do pref.	29,815	63½	May 25	90½	Nov. 3	34	70½
Illinois Central.....	7,777	99½	Jan. 2	119½	Oct. 27	79½	100½
Lake Erie & Western	7,300	20½	May 11	38½	Mar. 4	16	28½
Lake Shore	69,157	95	June 2	118½	Nov. 3	67	108
Louisville & Nashv.	6,730	86½	Jan. 8	173½	Oct. 28	35	89½
Manhattan	5,420	21	July 22	57½	Mar. 16	35	72½
Michigan Central.....	24,440	75	May 17	110½	Nov. 3	73½	98
Missouri Kan. & Tex.	43,950	28½	May 25	49½	Jan. 27	53½	35½
Morris & Essex	6,188	100	May 24	117	Oct. 27	75½	104½
Nash. Chatt. & St. L.	5,500	47½	June 1	128	Mar. 5	35½	83
N. Y. Cent. & Hud. Riv	64,005	122	May 11	138½	Nov. 3	112	139
N. Y. Lake E. & West.	194,028	30	June 1	48½	Feb. 2	21½	49
Do do pref.	7,850	47	May 25	76	Oct. 28	37½	78½
Northern Pacific	5,680	20	May 11	36	Jan. 14	16	40½
Do do pref.	7,523	39½	May 24	60	Jan. 13	44½	65
Ohio & Mississippi ..	31,100	23	May 25	44½	Mar. 6	73	33½
Pacific Mail	72,335	27½	May 17	62	Mar. 8	103½	39½
Panama	100	168	Jan. 2	196	Oct. 18	123	182
Phila. & Reading.....	64,235	13½	July 2	72½	Jan. 3		
St. L. Iron Mt. & South.	28,130	34½	May 25	66	Feb. 17	13	56
St. L. & San Francisco	8,835	25½	May 11	48	Feb. 2	34½	53
Do	8,375	33	May 11	60½	Mar. 8	41½	60½
Do 1st pref.	59,020	60	May 11	83½	Mar. 8	9	78½
Union Pacific	59,027	80	May 11	97½	Jan. 19	57½	95
Wab. St. L. & Pacific	78,681	26½	May 25	48	Jan. 27		
Do	149,315	51½	May 25	80½	Nov. 3		
Western Union Tel.	151,325	86½	June 2	116½	Feb. 24	88½	116

* Lowest price here is for new stock, sold for first time June 11.

† Range from Sept. 25. ‡ Range from July 30.

Railroad Earnings.—The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column.

Latest earnings reported.—Jan. 1 to latest date.—				
Week or Mo.	1880.	1879.	1880.	1879.
Ala. Gt. Southern September.	\$62,511	\$10,049	\$453,534	\$294,918
Albany & Susq. September.	153,980	105,362	1,055,122	786,312
Atch. Top. & S. Fe. September.	809,000	593,311	5,241,000	4,332,551
Atl. & Char. At. Fe. September.	89,804	73,220	615,691	507,113
Atl. Miss. & Ohio September.	209,416	177,342	1,437,492	1,166,007
Bur. C. Rap. & No. 3d wk Oct.	42,528	34,860	1,604,064	1,147,806
Cairo & St. Louis 3d wk Oct.	11,151	7,526	321,168	211,834
Central Pacific... October.	2,145,000	1,809,022	16,420,198	14,329,149
Ches. & Ohio... September.	240,628	224,092	1,997,009	1,425,978
Chicago & Alton 3d wk Oct.	205,084	165,074	6,230,077	4,437,258
Chic. & G. Tr. Wk. end Oct. 30.	33,221	18,920	1,854,316	1,290,557
Chic. & East. Ill. 3d wk Oct.	33,221	18,920	1,854,316	1,290,557
Chic. Mil. & St. P. October.	1,494,000	1,290,739	10,215,000	7,851,812
Chic. & Northw. September.	1,957,951	1,716,409	13,910,229	11,317,929
Chic. St. P. Minn. & O. October.	190,403	147,603	1,266,946	982,714
Chic. & W. Mich. 2d wk Oct.	17,147	14,083	644,725	497,929
Cin. Ind. St. L. & C. 1st wk Oct.	57,166	45,567		
Cin. Sand. & Cleve. 12dys July.	27,543	21,050		
Cin. & Springf. 3d wk Oct.	19,261	18,462	695,262	608,008
Clev. Col. Cin. & St. P. 3d wk Oct.	102,221	90,418	3,399,264	2,820,477
Clev. Mt. V. & Del. 3d wk Oct.	7,990	9,468	334,558	310,498
Del. & H. Can. Pa. Div. Sept.	117,136	112,762	858,982	890,292
Denver & Rio Gr. October.	473,318	410,083	2,694,858	966,304
Den. S. P. & Pac. September.	127,532	95,532	1,494,876	495,419
Des. M. & F. Dodge 3d wk Oct.	7,393	6,619	247,840	177,501
Det. Lans. & No. 3d wk Oct.	25,772	25,158	948,617	867,161
Dubuque & S. City 3d wk Oct.	27,004	24,719	802,015	716,079
Eastern... August.	302,389	264,601	1,915,440	1,628,426
Flint & Pere Mar. 3d wk Oct.	37,362	27,268	1,242,666	975,518
Grand Trunk Wk. end Oct. 30.	250,659	229,978	8,658,204	7,275,518
Gr. Western Wk. end Oct. 22.	123,362	113,789	4,083,413	3,458,534
Hannibal & St. Jo. 3d wk Oct.	53,579	53,699	1,969,383	1,472,307
Houst. & Texas C. 3d wk Oct.	409,367	365,440	2,387,259	1,937,084
Illinois Cen. (Ill.) September.	625,709	532,350	4,553,731	4,073,531
Do (Indiana) September.	171,523	153,715	1,187,769	1,065,663
Indiana Bl. & W. 3d wk Oct.	30,347	28,982	995,065	930,828
Int. & Gt. Northw. 3d wk Oct.	66,967	62,080	1,359,970	1,222,022
Iowa Central... August.	80,079	74,341		
K. C. Ft. S. & G. 2d wk Oct.	23,974	19,503	874,508	750,738
Kans. C. Law. & So. 2d wk Oct.	15,230	10,220	570,220	393,334
Lake Erie & West. 3d wk Oct.	26,456	14,744	1,020,680	529,506
Little Rk. & Ft. S. September.	48,193	32,578		
Louisv. & Nashv. 3d wk Oct.	222,500	135,009	7,246,536	4,409,635
Marq. H. & Ont. 3d wk Oct.	22,470	12,844	723,167	492,205
Memp. & Char. 3d wk Oct.	31,469	16,924	846,029	578,782
Minn. & St. Louis 3 wks Oct.	60,799	33,498		
Mo. Kan. & Texas 3d wk Oct.	93,300	91,219	3,302,930	2,440,807
Mobile & Ohio September.	179,191	161,253	1,493,550	1,234,470
Nashv. Ch. & St. L. September.	167,473	157,363	1,518,998	1,210,400
N. Y. & Canada September.	56,959	47,394	485,069	323,691
N. Y. Cent. & Hud. September.	3,000,627	2,922,376	24,629,276	20,820,795
N. Y. L. Erie & W. August.	1,606,873	1,450,223	12,278,913	10,388,348
N. Y. & N. Eng. 3d wk Sept.	61,898	57,194		
Northern Central September.	464,093	426,837	3,584,104	2,902,498
Northern Pacific 1st wk Oct.	88,500	70,253	1,796,559	1,453,830
Ogd. & L. Champ. 4th wk Sept.	14,923	13,518		
Pad. & Elizabet. 3d wk Oct.	9,142	10,094	310,322	240,745
Pad. & Memphis 3d wk Oct.	5,300	5,947	166,937	130,613
Pennsylvania... September.	3,647,543	3,336,528	30,254,613	24,516,210
Peoria Dec. & Ev. 1st wk Oct.	11,959	4,632	350,350	
Philadel. & Erie September.	322,737	319,770	2,753,767	2,190,781
Phila. & Reading September.	2,089,256	1,374,013	13,093,371	10,834,483
Pitts. Titusv. & B. September.	54,000	39,000	426,672	347,198
Ports. Gt. F. & Con. August.	22,391	19,275		
Rensselaer & Sar. September.	196,561	181,574	1,415,572	1,132,097
St. L. Alt. & T. H. 3d wk Oct.	29,550	24,715	1,128,120	756,631
Do (breels) 3d wk Oct.	16,930	13,199	518,430	430,017
St. L. Iron Mt. & S. October.	678,200	72,713	4,986,429	3,930,365
St. L. & San Fran. October.	310,582	213,712	2,186,637	1,241,085
St. Paul & Duluth September.	58,716		436,413	
St. P. Minn. & Man. October.	345,000	291,100	2,559,372	2,143,109
St. Paul & S. City 2d wk Oct.	38,063	27,220	1,121,095	841,557
Scioto Valley... October.	30,172	30,249	262,992	235,778
South. Pac. of Cal. September.	447,000	239,905	3,713,097	2,170,585
Texas & Pacific 1st wk Oct.	63,734	63,563		
Tol. Peoria & War. 1st wk Oct.	33,119	24,140	1,065,518	928,930
Wab. St. L. & Pac. 3d wk Oct.	404,000	283,000	9,897,239	6,900,446
Wisconsin Cent. September.	106,002	76,101	805,310	580,793

Exchange.—The market for foreign exchange is dull to-day, and the actual rates for 60 days prime bankers' sterling bills are 4 81/4 @ 81 1/4 and for demand bills 4 83 @ 83 1/4. Cable transfers, 4 83 1/4 @ 83 1/4. There is an impression that gold imports will henceforth be smaller.

The following were the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah, buying, 3-16 off, selling, 1-16 par; Charleston, shade easier, buying, 5-16 @ % discount, selling par; New Orleans commercial 1/2 % discount, bank, par; St. Louis, 1/2 % discount; and Chicago, 50 @ 60 discount.

Quotations for foreign exchange are as follows:

No. 5.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 81 1/4 @ 82	4 83 1/4 @ 84
Prime commercial	4 80 @ 80 1/2	4 82 @ 82 1/2
Documentary commercial	4 79 @ 4 79 1/2	4 81 @ 4 81 1/2
Paris (francs)	5 27 1/2 @ 53	5 24 1/2 @ 51 1/2
Amsterdam (guilders)	39 3/4 @ 40	39 3/4 @ 40 1/4
Frankfort (reichmarks)	91 3/4 @ 91 3/4	91 3/4 @ 93
Bremen (reichmarks)	91 3/4 @ 91 3/4	91 3/4 @ 93

Coins.—The following are quotations in gold for various coins:

Sovereigns.....	\$1 83 @ 85	Silver 1/4s and 1/2s. —	99 3/4 @ par.
Napoleons.....	3 83 @ 3 86	Five francs.....	— 92 @ — 95
X X Reichmarks. 4 73 @ 4 77		Mexican dollars.....	— 88 @ — 83 1/2
X Guilders.....	3 93 @ 4 00	Do uncommenced.....	— 87 @ — 83
Spanish Doubloons. 15 70 @ 15 65		English silver.....	4 70 @ 4 80
Mex. Doubloons. 15 50 @ 15 45		Pms. 2d thalers.....	— 67 @ — 65
Fine silver bars.....	1 12 @ 1 12 1/2	U. S. trade dollars.....	99 3/4 @ — 99 1/2
Fine gold bars.....	par @ 4 prem.	U. S. silver dollars.....	99 3/4 @ par.
Dimes & 1/2 dimes.....	— 99 3/4 @ par.		

New York City Banks. The following are the totals of the New York City Clearing House Banks' returns for a series of weeks past:

Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	App. Clear.
1880.					
Apr. 2... 288,470,800	52,023,600	11,935,000	256,897,800	20,987,000	810,774,898
" 17... 284,250,800	50,950,800	13,866,000	253,519,500	20,843,000	849,817,403
" 24... 278,886,200	48,983,000	15,432,100	248,886,700	20,612,800	790,477,816
May 1... 280,436,300	48,400,500	17,014,000	252,372,200	20,648,200	867,435,051
" 8... 281,137,100	53,361,500	13,984,000	249,892,100	20,572,000	829,895,282
" 15... 275,574,200	56,278,000	19,239,300	261,075,900	20,498,400	807,632,049
" 22... 272,350,800	56,881,900	21,669,500	253,325,700	20,304,000	759,515,331
" 29... 273,216,400	59,271,700	22,547,400	262,702,000	20,238,100	795,660,673
June 5... 270,719,300	63,361,000	23,194,000	249,489,300	20,059,000	789,895,692
" 12... 279,395,700	63,792,700	22,231,300	271,628,500	19,682,500	797,534,533
" 19... 280,075,100	64,450,000	22,064,300	278,146,700	19,094,900	816,148,244
" 26... 285,905,100	65,210,100	21,715,800	277,770,000	19,020,000	867,558,891
July 3... 291,784,300	66,168,000	20,684,500	285,078,300	19,572,000	871,473,297
" 10... 293,438,500	70,822,100	20,821,000	292,740,700	19,525,800	852,751,881
" 17... 292,309,500	70,815,300	20,915,400	292,328,500	19,488,700	890,483,032
" 24... 291,517,800	69,058,000	20,351,300	291,370,000	19,463,500	853,819,274
" 31... 297,719,300	68,037,700	20,631,300	291,306,500	19,477,000	856,540,882
Aug. 7... 304,765,300	68,703,600	17,115,900	297,024,200	19,430,400	844,309,967
" 14... 306,491,800	68,330,900	16,312,000	298,091,600	19,381,000	851,923,441
" 21... 310,696,300	69,717,500	15,324,200	298,615,100	19,428,100	840,785,189
" 28... 310,716,100	65,413,800	13,984,000	294,422,300	19,700,000	829,895,282
Sept. 4... 311,942,500	65,434,700	14,541,400	297,186,800	19,312,300	863,877,203
" 11... 313,716,200	66,340,300	13,948,200	298,330,500	19,333,000	825,650,183
" 18... 314,123,500	66,517,300	13,517,700	298,023,700	19,344,500	832,375,855
" 25... 317,043,300	67,147,000	13,984,000	299,489,900	19,582,900	858,540,882
Oct. 2... 309,323,600	65,256,300	13,046,300	295,611,400	18,636,700	790,598,708
" 9... 313,521,200	66,992,200	12,489,000	301,013,800	18,573,700	831,169,020
" 16... 315,811,900	67,394,300	13,035,000	302,588,600	17,620,100	893,917,360
" 23... 317,043,300	67,147,000	13,984,000	300,851,300	18,000,000	879,895,282
" 30... 317,890,200	68,372,400	13,016,700	302,532,100	18,650,700	795,361,621

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on October 30, 1880:

Banks.	Capital.	Average amount of				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts than U. S.	Circulation.
	\$	\$	\$	\$	\$	\$
New York.....	2,000,000	9,803,300	2,450,000	255,000	5,400,000	495,000
Manhattan Co.....	2,050,000	6,242,000	1,036,500	396,300	4,784,800	400
Mechanics.....	2,000,000	7,295,800	1,309,800	409,500	6,264,700	380,000
Mercantile.....	2,000,000	8,396,000	1,318,000	557,000	7,588,000	44,500
Chemical.....	1,000,000	1,910,500	1,318,000	1,911,000	1,911,000	44,500
American.....	1,000,000	9,887,600	1,457,000	238,500	7,270,700	1,100
Phoenix.....	1,000,000	4,091,000	756,000	151,000	4,036,000	267,000
City.....	1,000,000	8,010,200	2,449,300	223,000	8,560,700	.....
Tradersmen's.....	1,000,000	3,487,100	573,400	69,500	2,569,800	793,400
Fulton.....	600,000	1,474,000	421,500	90,700	1,417,700	.....
Chemical.....	300,000	12,657,900	3,460,500	342,200	13,054,500	.....
Mechanics' Nt'l Exch.	1,000,000	4,508,900	533,100	455,800	4,663,900	666,100
Gallatin Nat'l.....	1,000,000	4,576,500	501,900	124,100	2,588,000	766,500
Brooklyn.....	1,000,000	1,481,500	200,000	39,500	1,360,300	257,900
Mechanics & Tr. Greenw.	200,000	1,084,600	152,600	179,000	1,142,600	180,000
Greenwich.....	200,000	982,900	21,400	222,100	910,500	7,700
Leather Man'rs	600,000	3,311,000	615,800	192,600	2,716,100	472,700
Seventh Ward	300,000	1,898,000	137,300	75,400	1,745,300	38,000
State of N. York.	800,000	3,763,000	598,500	167,900	3,130,700	586,000
American Exch.	5,000,000	14,348,100	2,883,000	267,000	11,300,000	446,000
Commerce.....	5,000,000	16,264,300	2,904,100	494,800	10,464,200	356,400
Broadway.....	1,000,000	3,000,000	800,300	100,000	2,199,700	200,000
Mercantile.....	1,000,000	3,933,100	752,200	140,600	3,720,300	178,300
Pacific.....	422,700	2,331,800	316,800	286,600	2,310,400	.....
Republic.....	1,500,000	5,390,000	647,500	207,000	3,945,000	1,122,800
Chatham.....	410,000	3,730,700	108,400	295,800	3,534,500	.....
People's.....	410,000	4,456,200	149,500	123,500	4,183,200	5,400
North America.....	700,000	2,456,460	184,000	156,000	2,273,000	.....
Hanover.....	1,000,000	9,043,200	1,723,100	455,700	7,168,400	800,000
Irving.....	600,000	2,936,300	600,000	289,000	2,327,300	42,000
Metropolitan.....	3,000,000	12,365,100	3,328,000	55,000	12,781,000	45,000
Citizens'.....	500,000	1,885,500	315,500	202,900	1,988,100	267,000
Nassau.....	1,000,000	2,611,300	455,200	58,800	2,610,100	3,900
Market.....	500,000	2,830,100	600,000	100,000	2,130,100	.....
St. Nicholas.....	2,000,000	4,522,000	452,800	66,100	2,011,100	447,200
Shoe & Leather.....	500,000	3,140,600	670,000	118,000	3,009,000	450,000
Corn Exchange.....	1,000,000	4,298,800	383,900	53,000	3,862,400	4,600
Continental.....	2,000,000	4,767,800	1,702,800	170,000	3,000,000	780,300
Oriental.....	400,000	3,780,000	40,100	270,000	3,449,900	.....
Marine.....	400,000	3,481,000	894,000	164,000	1,966,000	180,000
Importers' & Tr. Park	1,500,000	21,380,700	5,459,500	360,800	23,466,800	1,114,700
First National.....	2,000,000	17,253,300	4,930,800	338,300	12,984,200	420,000
Fourth National.....	2,000,000	17,008,200	3,919,800	307,000	11,881,400	410,000
Second National.....	300,000	2,767,600	569,000	278,600	3,184,000	45,000
First National.....	750,000	4,689,900	1,442,000	249,100	5,403,900	90,000
First National.....	500,000	4,899,000	4,079,900	190,200	6,689,300	450,000
Central.....	1,000,000	8,021,800	1,700,000	200,000	6,121,800	500,000
N. Y. Nat. Exch.	800,000	1,460,600	172,800	119,000	1,160,500	268,200
Bowery National.....	200,000	1,450,200	29,000	269,000	1,174,300	219,400
N. York County.....	300,000	1,354,500	45,300	86,700	1,222,500	180,000
German.....	200,000	1,371,100	40,000	40,000	1,291,100	.....
Chase National.....	800,000	3,538,200	849,300	137,300	3,505,700	154,800
Fifth Avenue.....	100,000	1,496,600	290,800	91,000	1,543,000	.....
Total.....	20,475,200	172,880,900	37,820,400	13,018,700	302,582,100	18,644,500

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz.: "M." for mortgage; "g." for gold; "g.d." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.				STATE SECURITIES.				CITY SECURITIES.			
		Bid.	Ask.			Bid.	Ask.			Bid.	Ask.
UNITED STATES BONDS.											
6s, 1880.....	reg. J&J	102½	103	Virginia—(Continued)—				Fall River, Mass.—6s, 1904.....	F&A	116	116½
6s, 1880.....	coup. J&J	102½	103	6s, consol., 2d series.....	J & J	24	26	5s, 1894, gold.....	F&A	106	108
6s, 1881.....	reg. J&J	104½	104½	6s, deferred bonds.....		8½	8½	Fitchburg, Mass.—6s, '91, W.L. J&J		112	114
6s, 1881.....	coup. J&J	104½	104½	10-40s, new.....		42½	43½	Fredericksburg, Va.—7s.....	M&N		
5s, funded, 1881.....	reg. Q	101½	101½	Tax-receivable coupon.....		90½	92	Galveston, Tex.—10s, '80-'95 Var.			
5s, funded, 1881.....	coup. Q	101½	101½	CITY SECURITIES.				Galvest'n County, 10s, 1901 J & J		102	105
4½s, 1891.....	reg. Q-M	110	110½	Albany, N. Y.—6s, long.....	Various	106		Harrisburg, Pa.—Water loan.....			
4½s, 1891.....	coup. Q-M	111½	111½	7s long.....		114		Hartford, Ct.—City 6s, var. dates.....		101	109
4s, 1907.....	reg. Q	110½	110½	Allegheny, Pa.—4s.....	J&J			Capitol, untax, 6s.....		118	121
4s, 1907.....	coup. Q	110	110½	6s, 1876-'90.....	J&J			Hartford Town 4½s, untax.....		106	108
6s, Currency, 1895.....	reg. J&J	126		Wharf 7s, 1880.....	J&J			Haverhill, Mass.—6s, '85-'89. A&O		108	110
6s, Currency, 1896.....	reg. J&J	127		Allegheny Co., 5s.....	J&J			Houston, Tex.—10s.....		18	25
6s, Currency, 1897.....	reg. J&J	128		Atlanta, Ga.—7s.....		108	112	6s, funded.....		20	30
6s, Currency, 1898.....	reg. J&J	128		Do. 5s.....		115		Indianapolis, Ind.—7-30s, '93-'99 J&J			
6s, Currency, 1899.....	reg. J&J	130		Waterworks.....		98		Jersey City—6s, water, long, 1895.....		102	103
FOREIGN GOV. SECURITIES.				Augusta, Me.—6s, 1887, mun. F&A		104	105	7s, do 1899-1902.....	J & J	110	111
Quebec—5s, 1908.....	M&N	103½	105	Augusta, Ga.—7s.....	Various	106		7s, Improvement, 1891-'94.....	Var.	105	106
STATE SECURITIES.				Austin, Texas—10s.....		100	103	7s, Bergen, long.....	J & J	104	105
Alabama—Class "A," 2 to 5, 1906.....		69	69½	Baltimore—6s, City Hall, 1884 Q-J		108		Hudson County, 6s.....	A&O	103	104
do small.....		69½		6s, Pitts. & Con'y RR, 1886. J&J		111	113	do 7s, M&S and J&D		108	110
Class "B," 5s, 1906.....		91		6s, consol., 1890.....	Q-J	116	116½	Bayonne City, 7s, long.....	J&J	100	102
Class "C," 2 to 5, 1906.....		72		6s, Balt. & O. loan, 1890.....	Q-J	116	116½	Lawrence, Mass.—6s, 1894. A&O		116	117
Arkansas—6s, funded, 1899. J & J		12½		6s, Park, 1890.....	Q-M	116	116½	Long Island City, N. Y.....		108	110
7s, L. R. & Ft. S. issue, 1900. A & O		8	9	6s, bounty, 1893.....	M & S	115	120	Louisville, Ky.—7s, long dates. Var.		108	116
7s, Memphis & L. R., 1899. A & O		9		6s, do exempt, 1893.....	M & S	118	121	7s, short dates.....	Var.	106½	114½
7s, L. R. P. B. & N. O., 1900. A & O		7½	8½	5s, funding, 1894.....	M&N	113½	114½	6s, long.....	Var.	104	105½
7s, Miss. O. & R. Riv., 1900. A & O		8½		6s, 1900.....	J&J	121½		6s, short.....	Var.	102	103½
7s, Ark. Central RR., 1900. A & O		8½		6s, West. Md. RR., 1902.....	J&J	121½					
7s, Levee of 1871, 1900.....	J & J	9	12	5s, consol., 1885.....	Q-J	102		Lowell, Mass.—6s, 1890, W. L. M&N		116	117
California—6s, 1874.....		100		6s, Valley RR., 1886.....	A & O	110	111	Lynchburg, Va.—6s.....	J & J		
Connecticut—5s.....		104	106	5s, new 1916.....	M&N	116	116½	do 7s.....	J & J		
6s, 1883-4-5.....		108½		Bangor, Me.—6s, RR., 1890-'94. Var.		107	112	Lynn, Mass.—6s, 1887.....	F&A	109	110
Delaware—6s.....	J&J			6s, water, 1905.....	J&J	114	115	Water loan, 1894-96.....	J&J	107	118
Florida—Consol. gold 6s.....	J & J	89	93	6s, E. & N. A. Railroad, 1894. J&J		109	111	do 1899-1901.....	M&N	102	102½
Georgia—6s, 1880-86.....	F & A	106		6s, B. & Piscataquis RR., '99. A&O		109	111	Macon, Ga.—7s.....		92	95
7s, new bonds, 1886.....	J & J	110		Bath, Me.—6s, railroad aid.....	Var.	104	105	Manchester, N. H.—5s, 1883-'85 J&J		102	103
7s, endorsed, 1886.....		110		5s, 1897, municipal.....		101	102	6s, 1894.....	J&J	112½	113
7s, gold bonds, 1890.....	Q-J	113		Belfast, Me.—6s, railroad aid, '98.....		105	107	Memphis, Tenn.—6s, C.....	J&J	35	40
8s, '76, '86.....	A & O	110	114	Boston, Mass.—6s, cur, long, 1905 Var.		122	124	6s, A & B.....	J&J	35	40
Kansas—7s, long.....	J&J			5s, gold, 1905.....	Var.	115	116	6s, gold, fund., 1900.....	M & N	35	40
Kentucky—6s.....				4s, currency, 1899.....	J&J	103	103½	6s, end, M. & C. RR.....		35	40
Louisiana—New con. 7s, 1914. J&J		49	49½	Sterling, 5s, gold, 1893.....	A&O	106	108	6s, consols.....	J&J	50	50
7s, small bonds.....		44		do 5s, gold, 1899.....	J&J	104	106	Milwaukee, Wis.—5s, 1891. J & J		105	102
Maine—4s, 1883.....	F&A	101	102	do 5s, gold, 1902.....	A&O	110	112	7s, 1896-1901.....	J & J	109	
War debts assumed, 6s, '89. A&O		114½	114½	Brooklyn, N. Y.—7s, '81-'83. J & J		103	110	7s, water, 1902.....	J&J	115	
War loan, 6s, 1883.....	M&S	105½	106	7s, 1883-95.....	J & J	110	120	Mobile, Ala.—6s, funded.....	M&N	46	49
Maryland—6s, defense, 1883. J&J		109	110	7s, Park, 1915-18.....	J & J	134	137	Montgomery, Ala.—New 3s J & J			
6s, exempt, 1887.....	J&J	111		7s, Water, 1903.....	J & J	130	134	5s, new.....		80	100
6s, Hospital, 1882-87.....	J&J	110		7s, Bridge, 1915.....	J & J	129	133	Nashville, Tenn.—6s, old.....		100	
6s, 1890.....	Q-J	109		6s, Water, 1899-1909.....	J & J	114	118	6s, new.....		100	
6s, 1890-92.....	Q-J	109		6s, Park, 1900-1924.....	J & J	118	120	Newark—6s, long.....	Var.	107	108
Massachusetts—5s, 1883, gold. J&J		103½	104	Kings Co. 7s, 1892-'99.....	M & N	106	114	7s, long.....	Var.	114	115
5s, gold, 1890.....	A&O	112½	113½	do 6s, 1890-'95.....	M & N	103	115	7s, long.....	Var.	116	117
5s, gold, 1894.....	Var.	114	115	Buffalo, N. Y.—7s, 1880-'95. Var.		103		New Bedford, Mass.—6s, 1893. A&O		117	118
5s, g., sterling, 1891.....	J&J	106	108	7s, water, long.....	Var.	115	120	5s, 1900, Water Loan.....	A&O	107	109
do do 1894.....	M&N	109	111	6s, Park, 1926.....	M & S	107	111	N. Brunswick, N. J.—7s.....			
do do 1888.....	A&O	104	106	Cambridge, Mass.—5s, 1889. A&O		108	109	6s.....			
Michigan—6s, 1883.....	J & J	105		6s, 1894-96, water loan.....	J&J	118½	119	Newburyport, Mass.—6s, 1890 J&J		113	114
7s, 1890.....	M&N	115		6s, 1904, city bonds.....	J&J	121	123	N. Haven, Ct.—Town, 6s, Air Line.....			
Minnesota—7s, RR. repudiated.....				Camden Co., N. J.—6s, coup. J&J				Town, 6s, war loan.....			
Missouri—6s, 1886.....	J & J	107	110	7s, reg. and coup.....	J&J			do 6s, Town Hall.....			
Funding bonds, 1894-95.....	J & J	112½		Charleston, S. C.—6s, st'k, '76-'98. Q-J		69	70	City, 7s, sewerage.....			
Long bonds, '89-90.....	J & J	109½		7s, fire loan bonds, 1890.....	J & J	61	63	do 5s, 1897.....			
Asylum or University, 1892. J & J		110½		4s, non-taxable.....		69	70	New Orleans, La.—Premium bonds.		34	36
Hannibal & St. Jo., 1886.....	J & J	108		Chelsea, Mass.—6s, '97, water l. F&A		116½	116½	Consolidated 6s, 1892.....	Var.	44	46
do do 1887.....	J & J	108		Chicago, Ill.—7s, water bonds, 1892		118		Railroad issues, 6s, '75 & '94. Var.		35	40
N. Hampshire—5s, 1892.....	J & J	111	112	7s, water bonds, 1895.....		121½	121½	Wharf impr., 7-30s, 1880.....	J & D		
War loan, 6s, 1892-1894.....	J&J	117½	118	7s, city bonds, 1892.....		117½	118½	Newport—Railway 7½s.....		110	110½
War loan, 6s, 1901-1905.....	J & J	121½	122	7s, city bonds, 1895.....		121½	122	N. Y. City—5s, water st'k, '90 Q-F		108	109
War loan, 6s, 1894.....	M&S	107	108	4½s, city bonds, 1900.....		104½	104½	6s, do 1893-96.....	Q-F	114	115
New Jersey—6s, 1897-1902.....	J&J	107	108	Cook Co. 7s, 1892.....		118	119	6s, aqueduct stock, '84-1911. Q-F		106	120
6s, exempt, 1896.....	J&J	110		Cook Co. 5s, 1899.....		106	106½	7s, pipes and mains, 1900. M & N		128	130
New York—6s, gold, reg., '87. J&J		111		Cook Co. 4½s, 1900.....		104½	105	6s, reservoir bonds, 1907-'11. Q-F		120	122
6s, gold, coup., 1887.....	J & J	111		West Chicago 5s, 1890.....		103½	103½	5s, Cent. Park bonds, 1898.....	Q-F	109	110
6s, gold, 1883.....	J & J	105		Lincoln Park 7s, 1895.....		108½	109½	6s, do 1895.....	Q-F	118	119
6s, gold, 1891.....	J & J	117		West Park 7s, 1891.....		109½	110½	7s, dock bonds, 1901.....	M & N	128	130
6s, gold, 1892.....	A & O	119		South Park 6s, 1899.....		106		6s, do 1905.....	M & N	122	123
6s, gold, 1893.....	A & O	120		Cincinnati, O.—6s, long.....	Var.	112	113	7s, market stock, 1894-97. M & N		126	127
N. Carolina—6s, old, 1886-'98. J&J		31	33	6s, short.....	Var.	102	105	6s, improvm't stock, 1889-97. M & N		107	108
6s, old.....	J & J	31	33	7-30s.....	Var.	126½		7s, do 1901.....	M & N	116	116
6s, N. C. RR., 1883-5.....	J & J	115		7s.....	Var.			6s, gold, cons. bonds, 1901. M&N		123	128
6s, do.....	A & O	115		Southern RR. 7-30s, 1902. J&J		127½	128	6s, street impr. stock, 1888. M & N		109	110
6s, do coup. off.....	J & J	90		do 7-30s, new.....		127	127½	7s, do do 1882. M & N		104	107
6s, do coup. off.....	A & O	90		do 6s, g., 1906. M&N		114	115	6s, gold, new consol., 1896.....		118	119
6s, Funding act of 1866, 1900 J&J		11	12	Hamilton Co., O., 6s.....		105		7s, Westchester Co., 1891.....		109	110
6s, do 1868, 1898A&O		11	12	do do 7s, short.....		103		Newton—6s, 1905, water loan. J&J		120	122
6s, new bonds, 1892-8.....	J&J	19	21	do do long 7s & 7-30s.....		115		5s, 1905, water loan.....	J&J	111	113
6s, do.....	A & O	19	21	Cleveland, O.—6s, long.....	Various			Norfolk, Va.—6s, reg. st'k, '78-'85. J&J		102	110
6s, Chatham RR.....	A&O	1½	4	30-year 5s.....	Various			8s, coup., 1890-93.....	Var.	116	118
6s, special tax, class 1, 1898-9A&O		2½	4	6s, short.....	Various			8s, water, 1901.....	M & N	118	122
6s, do class 2.....	A & O	2		7s, long.....							

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CITY SECURITIES.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Richmond, Va.—(Continued)—				Calif. Pac.—1st M., 7s, g., '89 J&J		109	111	Chic. St. L. & N. O.—(Continued)—			
5s	102	104		2d M., 6s, g., end C. Pac., '89 J&J	101			N.O. Jack. & Gt. N., 1st, 8s, '86 J&J	108	111	
Rochester, N.Y.—6s	103			3d M. (guar. C. P.), 6s, 1905 J&J	95			do 2d M., 8s, '90, etfs. A&O	110	113	
7s, water, 1903	118	125		do do 3s, 1905 J&J	50			do 2d mort. debt. A&O	113	116	
Rockland, Me.—6s, '89-99, R.R. F&A	100	100½		Camden & Atl.—1st, 7s, g., '93 J&J				Chic. St. P. Minn. & Om.—Con. 6s, 1930	102½	102½	
St. Joseph, Mo.—7s	68	75		Cam. & Bur. Co.—1st M., 6s, '97 F&A				Ch. St. P. & Minn. 1st, 6s, 1918 M&N	104½		
Bridge 10s, 1891	75			Canada So.—1st M. guar., 1905 J&J	99½	99½		Land grant, inc., 6s, 1898 M&N		114½	
St. Louis, Mo.—6s, short	107			Carolina Cent.—1st, 6s, g., 1923 J&J	60	70		North Wisc., 1st 6s, 1930 J&J	105		
Water 6s, gold, 1890 J & D	110			Catawissa—1st M., 7s, 1882 F&A				St. Paul & S. City, 1st 6s, 1919 A&O	105		
do do (new), 1892 A & O	110½			New mort., 7s, 1900 F&A	115½			Cin. Ham. & Dayt.—2d, 7s, '85 J&J	105	107	
Bridge approach, 6s	110			Cedar F. & Min.—1st, 7s, 1907 J&J	110			Consol. mort., 7s, 1905 A&O	112		
Renewal, gold, 6s	112			Cedar R. & Mo.—1st, 7s, '91 F&A	114	116		do 6s, 1905 A&O	106	107	
Sewer, 6s, gold, 1891-93	110			1st mort., 7s, 1916 M&N	117½			Cin. H. & I., 1st M., 7s, 1903 J&J	100½	105	
St. L. Co.—Park, 6s, g., 1905 A & O	113			Cent. of Ga.—1st, cons., 7s, '93 J&J	116	118		Cin. & Indiana, 1st M., 7s, '92 J&J	100½	112	
Currency, 7s, 1887-88	109			Macon & Aug., 2d, end, 7s, '99 J&J	100			do 2d M., 7s, '82-87 J&J	102		
St. Paul, Minn.—6s, '88-90 J & D	101	107		Cent. Iowa—New 1st, 7s, '99 J&J	108½			Indianapolis C. & L., 7s, of '97	105	106	
7s, 1890 M&N	110	115		Inc. bonds "debt cert.", 7s, A&O	83	85		Ind. & Pa. C. & I., 7s, '88 A&O	107		
8s, 1889-96	112			Central of N. J.—1st M., 7s, '90 F&A	117½			Cin. Lat. & Ch.—1st, 7s, g., 1901 M&S	95		
Salem, Mass.—6s long, W. L. A. & O	107	111		7s, conv. 1902, assented M&N	107			Cin. Rich. & Chic.—1st, 7s, '95 J&J	103		
6s, 1904, W. L. A. & O	109	111		Consol. M., 7s, 1899, assented Q-J	109	110½		Cin. Rich. & F. W.—1st, 7s, g., J&D	92		
S. Francisco—7s, g., City & Co. Var.	100			Adjustment bonds, 1903	108½			Cin. Sand'ky & C.—6s, 1900 F&A	102½	102½	
Savannah funded 5s consols	82	85		Income bonds, 1908 M&N	87½	88½		7s, 1887 extended M&S			
Somerville, Mass.—5s, 1895 A & O	106	108		Am. Dock & Imp. Co., 7s, '86 J&J	114	116		Consol. mort., 7s, 1890 J&D	103		
6s, 1885 J&J	107	108		do do assented	114			Cin. & Sp.—7s, C.C. & I., 1901 A&O	105		
6s, 1884 A&O	108½	110		Leh. & Wilkesbarre Coal, '88 M&N	85			7s, guar., L.S. & M.S., 1901 A&O	115		
Springfield, Mass.—6s, 1905 A&O	117	118		Small bonds, 1888 M&N	79½			Clev. Col. C. & I.—1st, 7s, '99 M&N	120		
7s, 1903, water loan	120	122		Consol., 7s, gold, 1900 Q-M	117½			Consol. mort., 7s, 1914 J&D	117		
Toledo, O.—7-30s, R.R., 1900 M & N	109			do do assented	101			Bellef. & Ind. M., 7s, 1899 J&J	94½		
8s	112	120		Cent. Ohio—1st M., 6s, 1890 M&S	110½	111		Clev. & M. Val.—1st, 7s, g., '93 F&A	94½	95	
8s, water, 1893 & '94	115	122		Cent. Pacific—1st, 6s, g., '95-98 J&J	113½			S. F. 2d mort., 7s, 1876 M&S			
Washington, D.C.—See Dist. of Col.				State Aid, 7s, g., 1884 J&J	104½			Clev. Mt. V. & Del.—1st, 7s, gold J&J			
Wilmington, N.C.—6s, gold, cou. on	90			S. Joaquin, 1st M., 6s, g., 1900 A&O	105½			Columbus ext., 7s, gold, 1901			
8s, gold, cou. on	100			Cal. & Oregon, 1st, 6s, g., '88 J&J	107			Clev. & Pitts.—4th M., 6s, 1892 J&J	95	100	
Worcester, Mass.—6s, 1892 A&O	117	118		Cal. & Ore. C.P. bonds, 6s, g., 1890 J&J	106½			Consol. S. F., 7s, 1900 M&N	120		
6s, 1905 A&O	109	111		Land grant M., 6s, g., 1890 A&O	107			C. C. & C.—1st cons. m., 7s A&O	95	100	
Yenkers N. Y.—Water, 1903	113	118		West. Pacif., 1st M., 7s, '90 J&J	110			2d mort., 7s, 1909 F&A	70		
RAILROAD BONDS.				Charl'te Col. A.—Cons. 7s, '95 J&J	107			Trust Co. cert., 1st, ass'd	94½		
Ala. Cent.—1st M., 8s, g., 1901 J&J	87	95		2d mort., 7s, 1910 J&J	95	97		do do supplementary	94½	95	
Ala. Gt. Southern—1st mort., 1908	107	109		Cheraw & Darl.—1st M., 8s, '88 A&O	117			do do 2d income 7s, 1890	45½		
Alb. & Chitt., 7s, receivers' etfs.	113½			2d mort., 7s	107			Chic. & Gt. East., 1st, 7s, '93-95	85		
Alb'y & Susq.—1st M., 7s, '88 J&J	113½			Ches. & Ohio—Pur. money fd., 1898				Chic. & Ind. C., 1st M., 7s, 1904 J&J	112	117	
2d mortgage, 7s, 1885 A&O	108½			Series A	71½	72½		do 2d M., 7s, 1904 M&N	102		
Consol. mort., 7s, 1906, guar. A&O	115			6s, gold, series B, int. def. 1909	40½	42		Un. & Logan, 1st, 7s, 1905 A&O	105	110	
Allegh. Val.—Gen. M., 7-10s J&J	121			6s, currency, small bonds, 1908	104½	106		T. Logan, 1st, 7s, 1884 F&A	100	102	
East. exten. M., 7s, 1910 A&O	103			6s, currency, small bonds, 1918	104½	106		Cin. & Chic. A. L., 1886-90	95	100	
Income, 7s, end, 1894 A&O	114½	115		Va. Cent., 3d M., 6s, 1884 J&J	110½	111		Col. & Hook V.—1st M., 7s, '97 A&O	112½		
Atch'n & Neb.—1st, 7s, 1907 M&S	100	105		Cheshire—6s, 1896-1899 J&J	104½	106		2d M., 7s, 1892 J&J	108	112	
Atch. & Pk.—1st, 7s, g., '99 J&J	119½	120		Chester Val.—1st M., 7s, 1872 M&N	124			Col. Springf. & C.—1st, 7s, 1901 M&S	103		
Land grant, 7s, g., 1902 A&O	117½	118		Chic. & Alton—1st M., 7s, '93 J&J	116	118		Col. & Toledo—1st mort. bonds	112½	113	
Guaranteed 7s, 1909 J&J & A&O	112½	113		Sterling mort., 6s, g., 1903 J&J	103½			Col. & Xenia—1st M., 7s, 1890 M&S	112½	113	
5s, 1900	106½	107		Income, 7s, 1883 A&O	112	114		Conn. & Passump.—M., 7s, '93 A&O	101	103	
Florence & El Dorado, 1st, 7s A&O	106½	107		Bds. Kan. C. line, 6s, g., 1903 M&N	105	105½		Massachusetts, 6s, gold, '89 J&J	61	69	
K.C. Topeka & W., 1st M., 7s, g., J&J	117	118		Miss. Riv. Bridge, 1st, s.f., 6s, 1912	105			Conn. West.—1st M., 7s, 1900 J&J	31	35	
do income 7s A&O	107½	108		Joliet & Chic., 1st M., 8s, '92 J&J	112	115		Connecting (Phila.)—1st, 6s M&S	117		
N. Mex. & So. Pac., 1st, 7s, 1909 A&O	113½			Louis & Mo. R., 1st, 7s, 1900 F&A	103			Cumberl'd & Penn.—1st 6s, '91 M&S			
Pleas't Hill & De Soto, 1st, 7s, 1907	108½	109		do 2d, 7s, 1900 M&N	114			2nd 6s, 1888 M&N	195	100	
Pueblo & Ark. V., 1st, 7s, g., 1903	114½	114½		St. L. Jacks' v. C., 1st, 7s, '84 A&O	110½			Cumberl. Val.—1st M., 8s, 1904 A&O	100	102	
Wichita & S.W., 1st, 7s, g., gua. 1902	107½	108		Consol. mort., 7s, 1903 J&J	127½			Dakota Southern—7s, gold, '94 F&A	105		
Atlanta & Charlotte Air L., 1st, 7s	95	96½		Bonds, 5s, 1895 J&D	101	102		Danby & Norwalk—7s, '80-92 J&J	104		
Income, 6s	56	60		5s, 1901 A&O				Dayton & Mich.—1st M., 7s, '81 J&J	103	102	
Alban. & Gt. W.—2d M., trustees' etfs	29	33		Bur. & Mo. R., 1st M., 7s, '93 A&O	130			2d mort., 7s, 1887 M&N	104		
3d do do	13	13½		do do 2d, 7s, 1887 M&N	108½	109		3d mort., 7s, 1887 M&N	103		
U.S. Rental Trst' 7s, Trus. cer. 7s	31	33		Bur. & Mo. (Neb.), 1st, 6s, 1913 J&J	108½	109		Dayt. & West.—1st M., 6s, 1905 J&J	105	108	
West. ext. certifs, 8s, 1876 J&J	75	80		do 8s, conv. 1888 J&J	130			1st mort., 7s, 1905 J&J	107		
do do 7s, guar. Erie	71	73		do Cons. 6s, non-ex. J&J	103	103½		Delaware—Mort., 6s, guar., '95 J&J	115½		
Atlantic & Gulf—Cons. 7s, '97 J&J	106	110		do Neb. RR, 1st, 7s, A&O	112			Del. & Bound B'k.—1st, 7s, 1905 F&A	101½		
1st mortgage, 7s	105			do Om. & S.W., 1st, 8s, J&D	120	122		Del. Lack. & W.—2d M., 7s, '82 M&S	114		
A. G. & Fla., 1st M., 7s, 1899 M&N	109	112		Dixon Pco. & H., 1st, 8s, '74-89 J&J	113			Convertible 7s, 1892 J&D	122		
8. Miss. & Ohio—Com. bondh's etfs	111	113		Qtt. Osw. & Fox R. M., 8s, '90 J&J	116			Mort. 7s, 1907 M&S	109		
Norfolk & Peterb., 1st, 8s, '87 J&J				Chic. & Can. So.—1st, 7s, 1902 A&C	35	45		Den. & Rio G.—1st, 7s, g., 1900 M&N	103½	104	
do 1st, 7s, 1887 J&J				Chic. Clin. Dub. & Minn.—7s, '84 F&A	107			1st consol. mort., 7s, 1900 J&J	105	105½	
do 2d M., 8s, 1893 J&J				7s, 1910 J&J	107	107½		Den. S. P. & Pac.—1st, 7s, 1905 M&N	105		
South Side, Va., 1st, 8s, '84-90 J&J				Chic. & East. Ill. S. F. c'y, 1907	103	104½		Det. & Bay C.—1st, 8s, 1902 M&N	75	85	
do 2d M., 6s, '84-90 J&J	98	100		do small bonds, 1907	95	97½		1st M., 8s, end. M. C., 1902 M&N	110	112	
do 3d M., 6s, '86-90 J&J	96	98		Chic. & Iowa—2d M., 8s, 1901 J&J	80			Det. G. Haven & Mil.—Equip. 6s, 1918	112	114	
Virginia & Tenn., M., 6s, 1884 J&J	102			Chic. Pa. & Neb.—1st M., 7s, '92 F&A	112			Con. M., 5½ till '84, after 6x, 1918	105	107	
do 4th M., 8s, 1900 J&J	119	121		Chic. & Mich. Lsh.—1st, 8s, '99 M&S	112	114		Det. & Pontiac, 1st M., 6s, '86 A&O	100		
Atl. & St. Law.—St'g 2d, 6s, g. A&O				Chic. M. & St. P.—P.D. 1st, 8s, '98 F&A	134½			Det. L. & North.—1st, 7s, 1907 A&O	114	114½	
3d mort., 1891				P. D., 2d M., 7-10s, 1898 F&A	120			Dubuque & Sioux C.—1st, 7s, '83 J&J	108		
Bald Eagle Val.—1st M., 6s, '81 J&J				St. P. & Chic., 1st M., 7s, 1898 J&J	120			1st mort., 2d Div., 1894 M&N	100	110	
Baltimore & Ohio—6s, 1880 J&J				St. P. & Chic., 2d M., 7s, 1884 J&J	104			Dun. Har. & S. P.—1st, 6s, 1890 J&D	108		
6s, 1885	107	108		St. P. & P., 2d M., 7s, 1884 J&J	104			East Penn.—1st M., 7s, 1888 M&S	113	115	
Sterling, 5s, 1927 J&D	105½	106½		La. C., 1st M., 7s, 1893 J&J	120	122		E. Tenn. Va. & Ga.—1st, 7s, 1900 J&J	108		
Sterling, 6s, 1895 M&S	114	116		I. & M., 1st M., 7s, 1897 J&J	120	122½		E. Tenn. & Ga., 1st, 6s, '80-86 J&J	109		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Han. & St. Jo.—Conv. 8s, 1885. M&S	109			Mass. Central—1st, 6s, 1893.	90	100		Ohio & W. Va.—1st, s.f., 7s, 1910. M&N	105		
Kans. C. & Cam., 1st, 10s, 92. J&J	115	120		Menn. & Charl'n.—2d, 7s, '85. J&J	102	108		Old Colony—6s, 1897. F&A	113	113½	
Harrieb. P. Mt. J. & L.—1st, 6s. J&J	115			1st, cons. Tenn. lien, 7s, 1915. J&J	108	110		6s, 1895. J&D	112	113	
Havana Ran. & East.—7s, 1897.	115			Menn. & L.R.'ck.—1st, 4s, (8s after '82)	90	95		7s, 1895. F&S	122	124	
Houstonian—1st M., 7s, 1885. F&A	115			Metrop'n Elev.—1st, 6s, 1908. J&J	103½	103½		Cape Cod, 7s, 1881. F&A	101½	102½	
Houst. E. & W. Tex.—1st, 7s, 1898.	115			2d 6s, 1899. M&N	89			Or'ge & Alex'n'dria—1st, 6s, 73. M&N	112	112	
Houst. & Gt. No.—2d pur. com. rec'ts	110			Mich. Cen.—1st M., 8s, 1882. A&O	106½			3d mort., 6s, 1875. J&N	96	97	
Houst. & Tex. Cen.—1st M., 7s, g'd. 91	110	111		Consol., 7s, 1902. M&N	126			4th mort., 8s, 1880. M&S	52½	54½	
West. Div., 1st, 7s, g'd. 1891	109½			1st M. on Air Line, 8s, 1890. J&J	114	115		Or. Alex. & M., 1st M., 7s, '88. J&J	93½	94½	
Waco & N. W.—1st, 7s, g'd. 1903. J&J	109½			Air Line, 1st M., 8s, guar. M&N	107	109		Oreg. & Cal.—Frankfort Com. Rec. S	41	43	
Cons. mort. 8s, 1912. A&O	116			Equipment bonds, '83. A&O	112	112½		Osw. & Rome—1st M., 7s, 1915. M&N	115	118	
Waco & N., 8s, 1915. M&N	114			Gd. Riv. V., 1st 8s, guar. '86. J&J	110			Panama—Sterl'g M., 7s, g'd. 97. A&O	115	118	
Inc. and Ind'y 7s, 1887. M&N	118			6s, 1909. M&S	113½	114		Paris & Danville—1st M., 7s, 1903.	115	118	
Hunt. & Br. Top—1st, 7s, '90. A&O	109			Kalamazoo & S. H., 1st, 8s, '90. M&N	111½	112		Paris & Dec't'r—1st M., 7s, g'd. 92. J&J	115	118	
2d mort., 7s, g'd. 1895. F&A	109			J.L. & Sag. 1st, 8s, '85. "wh. bds." J&J	110	112		Pekin Lin. & Dec.—1st, 7s, 1900. F&A	102½		
Cons. 3d M., 7s, 1895. A&O	68			do North Ext., 8s, '90. M&N	113½	114		Pennsylvania—1st M., 6s, '80. J&J	122		
Ill. Cent.—1st M. Chic. & Spr. '98. J&J	111	113		do Cons. mort., 8s, '91. M&S	74	76		General mort., 6s, coup., 1910. Q—J	119	123	
Sterling, S. F., 5s, g'd. 1903. A&O	113	115		Joliet & N. Ind.—1st, 7s (guar. M.C.)	10½	12		do 6s, reg., 1910. A&O	119	123	
Sterling, Gen. M., 6s, g'd. 1895. A&O	106	108		Midland of N. J.—1st mort.	6½	9		Cons. mort., 6s, reg., 1905. Q—M	119		
do 5s, 1912. J&D	116			Income, "B."	10½	12		do 6s, coup., 1905. J&D	119		
Ill. Grand Tr.—1st M., 8s, '90. A&O	116			do "B."	96	100½		Navy Yard, 6s, reg., 1881. J&J	106		
Ind. Bl. & W.—1st, pf., 7s, 1900. J&J	118			Mill. & North.—1st, 8s, 1901. J&D	104			Penn. Co., 6s, reg., 1907. Q—J	120	123	
1st, 3s, 4s, 5s & 6s, 1909. A&O	78½	79½		Minneapolis & Duluth.—1st 7s	104			Penn. & N.Y.—1st, 7s, 96 & 1906. J&J	104		
2d M., 3s, 4s, 5s & 6s, 1909. A&O	66½	68		Minn. & St. L.—1st M., 1927. J&J	104			Peoria Dec't'r & Ev.—1st, 6s, 1920. J&D	75		
Income, 1919.	55	56		1st M., Iowa City & W., 1909. M&S	130			Evansville Div., 1st, 6s, 1920. M&S	102½		
Ind'polis D. & Sp'd.—1st, 7s, 1906. A&O	103½	105		Miss. & Tenn.—1st M., 8s, series "A"	110½	111		Peoria Pekin & J.—1st, 7s, '94. J&J	50		
2d mort., income, 1906. J&J	65			8s, series "B"	110½	111		Perkinston—1st M., 6s, 1887. A&O	75	80	
Ind'polis & C.B.—1st, 7s, 1919. A&O	55	65		Mo. K. T.—Cons. ass., 1904. F&A	67½	67½		Ex. fd. cps., Dec. '77 to J's, '80. inc.	109		
2d mort., 7s, 1900. A&O	55	65		1st, 6s, g'd. 1899. (U. P. S. Br.) J&J	108			Petersburg—1st M., 8s, '79. '98. J&J	111		
Ind'polis & Vin.—1st, 7s, 1908. F&A	105	110		2d mort., income, 1911. A&O	108			2d mort., 8s, 1902. J&J	101½		
2d mort., 6s, g'd., guar., 1900. M&N	98			Boonev. B'z'e, 7s, guar., 1906. M&N	109			Phila. & Erie—1st M., 6s, 1881. A&O	115		
Int. & Gt. North.—1st, 6s, 1919. M&N	102½	103		Han. & C. Mo., 1st, 7s, g'd. '90. M&N	114			2d mort., 7s, 1888. J&J	114	116	
2d mort., income, 8s, 1909.	85			do 2d, 1892. M&N	108			Gen'l. guar., 6s, g'd. 1920. J&J	114		
Ionia & Lansing—1st 8s, '89. J&J	112½	113½		Mo. Pac.—1st mort., 6s, g'd. '88. F&A	10			Savannah & Erie, 1st M., 7s, '97. A&O			
Iowa City & West.—1st, 7s, 1909. M&S	108½	109		2d mort., 7s, 1891. J&J	84	85		Philadelp'ia & Reading—			
Ithaca & Sioux C.—1st, 7s, '99. A&O	108½	109		Car. B. 1st mort., 6s, g'd. '93. A&O	55½	57		1st M., 6s, 1880. J&J	118		
Ithaca & C.B.—1st, 7s, '99. A&O	100	105		3d mortgage	45			2d mort., 7s, 1893. A&O	25	32	
Jefferson—Hawly Br. 7s, '87. J&J	108	111		Income, 7s, 1892. M&S	105			Debtenture, 1893. J&J	119	120	
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	114½	115½		Income, 7s, 1892. M&S	43			Mort., 7s, coup., 1911. J&D	109		
2d mort., 7s, 1910. J&J	100			Mob. & Ala. Gr. Tr.—1st, 7s, g'd. '95	105			Gold mort., 6s, 1911. J&D	84	85	
Ind'polis & Mad.—1st, 7s, '81. M&N	100			Mobile & O.—1st pref. debentures.	114	115		Improvement mort., 6s, 1897.	40		
Junction RR. (Phil.)—1st, 6s, '82. J&J	100			2d pref. debentures.	102			Gen'l. mort., 6s, G. C., 1908. J&J	30	90	
2d mort., 6s, 1900. A&O	108			3d pref. debentures.	102			New convertible, 7s, 1895. J&J	111	113	
K.C. Ft. Scott & G.—1st, 7s, 1908. J&D	108			4th pref. debentures.	114	115		G. & F., 8 & 6s, g'd., 1908, x coupon.	103	106½	
Kansas C. Laver. & S. Co., 1st, 4s, 1909.	96½	96½		New mortgage—6s, 1927.	109	111		Scrip for 6 deferred x coupons.	111	113	
K.C. St. Jos. & C.B., 1st, 7s, 1907. J&J	114½	115		Morris & Essex—1st, 7s, 1914. M&N	104			Coal & L. guar. M., 7s, '92. M&S	105½	106½	
Kansas & Nebraska—1st mort.	70			2d mort., 7s, 1891. F&A	104			Income mort., cons. 7s, '96. J&D	118	118½	
2d mort.	30			Construction, 6s, 1889. J&J	104			Phila. W. H. & Balt.—6s, '92. 1900. A&O			
Kauka & Des M.—1st, 5s, guar. A&O	98½	99		Bonds, 7s, 1900. J&J	104			5s, 1910. J&J			
Small bonds.	96			General mort., 7s, 1901. A&O	116			Pittsb. C. & St. L.—1st, 7s, 1900. F&A			
L. Erie & West.—1st, 6s, 1919. F&A	105½	106½		Consol. mort., 7s, 1915. J&D	109	111		2d mort., 7s, 1913. A&O			
Sandusky Div., 6s, gold, 1920.	100			Nashua & Low.—6s, g'd., 1893. F&A	116			Steuhen & Ind., 1st, 6s, '74. Var			
Income, 7s, 1899. J&J	103			5s, 1900. J&J	116			Pittsb. & Con'lins. F.C.M. 7s, '93. J&J	116	117	
Lat. Bl. Mun.—1st, 6s, 1918. M&N	67	70		Nashv. Ch. & St. L.—1st, 7s, 1913. J&J	100			Sterling cons. M., 6s, guar. J&J	113	115	
Income, 6s, 1899. J&J	67			1st, Tenn. & Pac., 6s, 1917. J&J	100			Pittsb. F.W. & C.—1st, 7s, 1912. J&J	139		
Lake Shore & Mich. So.—				1st, McM. M. & W., 6s, 1917. J&J	100			2d mort., 7s, 1912. A&O	127		
M. So. & N.I., S.F., 1st, 7s, '85. M&N	107½	109		Nashv. & Dec't'r.—1st, 7s, 1900. J&J	105	107½		3d mort., 7s, 1912. A&O	119		
Cleve. & Tol., 1st M., 7s, '85. J&J	107½	111		Natchez Jack. & Col.—1st, 7s, 1910.	99	102		Equipment, 8s, 1884. M&S	110	112	
do 2d M., 7s, 1886. A&O	107½	115		Nevada Cen.—1st 6s, 1901. A&O	114			Pitts. Titusv. & B.—New 7s, 96. F&A	81½		
Cl. P. & Ash, new bds, 7s, '98. A&O	121	125		Newark & N. Y.—1st, 7s, 1887. J&J	114			Buff. Ch. & L. Pitt. 1st, 7s, 1909. M&N			
Buff. & State L., 7s, 1882. J&J	102			New K's sets & S.—1st, 7s, g'd. '89. M&N	98	98		Oil Creek, 1st M., 7s, 1892. A&O			
Buff. & State L., 7s, 1882. J&J	102			N. J. Southern—1st, 7s, 1888. J&J	86	91		Union & Housv., 1st, 7s, 1900. F&A	85	90	
Det. Mon. & Col., 1st, 7s, '97. J&J	117½			Conv. 6s, 1882. A&O	65			Warren & Fr'kin, 1st, 7s, '96. F&A	103		
Jamest. & Frankl.—1st, 7s, '97. J&J	117½			N. O. Mob. & Tex.—Deb. scrip. 1930	107	109		Portl'nd & Ogb'g.—1st 6s, g'd., 1900. J&J	95	100	
do 2d M., 7s, '94. J&D	117½			N. Y. & Can.—E. M., 6s, g'd., 1904. M&N	132½	132½		Vt. div., 1st M., 6s, g'd., 1891. M&N	15	30	
Kalamazoo A. & Gr. R., 1st, 8s, J&J	119			N. Y. C. & Hud.—1st M., 7s, cp. 1903. J&J	132½	132½		Quincy Mo. & P.—1st, 6s, guar., 1909	127		
Kal. & Scholcraft, 1st, 8s, '87. J&J	119			Mort., 7s, reg., 1903. J&J	103			Ken. & S'toga—1st, 7s, 1921. cou. M&N	127		
Kal. & Wh. Pigeon, 1st, 7s, '90. J&J	119			Subscription, 6s, 1883. M&N	104	107		1st 7s, 1921, reg.	127		
Lake Sh. Div. bonds, 1899. A&O	126	126½		Sterling mort., 6s, g'd., 1903. J&J	104			Rich'd & Allegheny—1st, 7s, 1920	97½		
L. S. & M. S., cons. cp., 1st, 7s, J&J	126			N. Y. C., premium, 6s, 1883. M&N	103			Rich'd & Dan.—1st, 6s, '78. 90. M&N	98½	100	
do cons. reg., 1st, 7s, 1900. Q—J	125			do 6s, 1887. J&D	103			Gen'l. mort., 6s, g'd. mort.	100		
do cons. reg., 2d, 7s, 1903. J&D	119			do real est., 6s, 1883. M&N	110½			Piedmont Br., 8s, 1888. A&O	110	112½	
Lawrence—1st, 7s, 1895. F&A	119			Hud. R., 2d M., 7s, 1885. J&D	116½			Rich. Fred. & Potomac—6s, 1875. J&J	103		
Lehigh & Lack.—1st M., 7s, '97. F&A	120			N. Y. Elevated.—1st M., 1906. J&J	40	45		Mort., 7s, 1881-90. J&J	116		
Lehigh Val.—1st, 6s, coup., '98. J&D	120			N. Y. & Greenwd. Lake.—1st M., 6s	128	130		Rich. & Petersb., 8s, '80-'86. A&O	115		
2d mort., 6s, reg., 1898. J&D	120			2d mortgage.	130			New mort., 7s, 1915. M&N	111	114	
Gen. M. & S., f. 6s, 1923. J&D	129			N. Y. & Harlem—7s, coup., 1900. M&N	125			Richmond York Riv. & Ches., 8s.	110		
Delmar Ld. Co. bds, end, 7s, '92. J&J	126			7s, reg., 1900. M&N	106½	108		Rome Wat' n York.—S. F., 7s, 1891. J&J	101		
Little Miami—1st, 6s, 1883. J&J	105	105½		2d mort. exten., 5s, 1919. M&S	106½	108		2d mort., 7s, 1892. J&J	80½	80½	
L. Rock & F.S.—1st, 7s, '95. J&J	105			3d mort., 7s, 1890. J&J	105½	105½		Consol. mort., 1st M., 7s, 1900. J&J	75½	80	
Little Schuylkill—1st, 7s, '82. A&O	110½	112		4th mort., 7s, 1880. J&J	113			Rutland—1st M., 8s, 1902. M&N	98½	98½	
Long Island—1st M., 7s, 1898. M&N	70	80		5th mort., 7s, 1888. J&D	125½	125½		Equipment, 2d mort., 5s. F&A	65	65½	
2d mort., 7s, 1918. J&J	50			1st cons. M., 7s, g'd. 1920. M&S	90½			St. Joseph & Pacif.—1st mort.	80	85	
Newtown & Ft., 1st, 7s, 1891. A&O	50			New 2d cons. 6s, 1909. J&D	122½	122½		2d mort.	35	40	
N. Y. & Rockaway, 7s, 1901. A&O	60			1st cons. f. fund coup., 7s, 1920. M&S	91½	91½		St. L. Alt. & T.H.—1st M., 7s, '94. J&J	120		
Smith'n & Pt. Jeff., 7s, 1901. M&S	116	116½		2d cons. f. fund cp., 5s, 1909. J&D	110	111		2d mort., pref., 7s, 1894. F&A	106	108	
Lou'v. C. & Lex.—1st, 7s, '97. J&J (ex)	108	109		Gold acme bonds, 6s, 1977.	110			2d income, 7s, 1894. M&N	98		
2d mort., 7s, 1907. A&O	108			Long Dock mort., 7s, 1893. J&J	102½	103		Bellev. & S. fl., 1st, S.F. 8s, '96. A&O	117½		
Louis & N.—Cons. 1st, 7s, '98. A&O	106½			1st mort., 6s, 1905. J&J	102½	103		St. Louis & I. Mt.—1st, 7s, '92. F&A	104½	105½	
2d mort., 7s, g'd. 1883. M&N	106½										

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.			Bid.	Ask.	RAILROAD STOCKS.			Bid.	Ask.	RAILROAD STOCKS.			Bid.	Ask.
So. & N. Ala.—1st, 8s, g., end. '90. J&J			108	115	Bost. Clint. Fitchb. & New Bed.			100	18	Lynn & Boston (street).			100	x97
Sterling mort., 6s, g., guar. M&N			105	110	do do Pref.			100	100	Macon & Augusta.			100	38
So. Carolina—1st M., 7s, '82-'88 J&J			103	110	Bost. Con. & Montreal.			100	95	Maine Central.			100	38
1st, sterl. mort., 5s, g., '82-'88 J&J			95	95	do do Pref.			100	95	Michigan Cent. & Lawrence.			100	157
Bds, 7s, '02, 2d M., unjoined A&O			85	91	Boston & Lowell.			500	99 1/2	Manhattan Beach Co.			100	36 1/2
Bds, 7s, non-mort.			37	40	Boston & Maine.			100	x141 1/2	Manhattan Railway.			100	36 1/2
South Side, L.I.—1st, 7s, 1897. M&S			102 1/2	105	Boston & New York Air L.			100	44	Marietta & Cin.			50	50
So. Cen. (N.Y.)—1st, 7s, 1899. F&A			102 1/2	105	do do Pref.			100	44	1st pref.			50	7 1/2
2d mort. 7s, gold, 1882, guar.			102	103	Boston & Providence.			100	x137	2d pref.			50	50
So. Pac., Cal.—1st, 6s, g., 1905-6 J&J			102	103	Boston Revere Beach & Lynn.			100	140	Memphis & Charleston.			25	39
Southwestern (Ga.)—Conv., 7s, 1886			95	106	Brooklyn & Montauk.			100	25	Metropolitan (street), Boston			50	67 1/2
Summit Br.—1st, 7s, 1903. J&J			84	100	do do Pref.			100	25	Metropolitan Elevated.			100	107 1/2
Sund. Haz. & W.B.—1st, 5s, 1923 M&N			95	95	Buff. N. Y. & Erie, leased.			100	66 1/2	Middlesex (street), Boston			100	115 1/2
Syr. B. & Erie Junc.—1st M., 7s.			100	105	Burlington C. Rapids & North.			100	73	Midland of New Jersey.			100	20
Syp. Bing. & N.Y.—consol. 7s, '06 A&O			120	120	Burl. & Mo., in Neb., deferred.			100	121	Mine Hill & S. Haven, leased.			50	56 1/2
Texas & Pac.—1st, 6s, g., 1905 M&S			98 1/2	98 1/2	Cal. & St. Louis.			100	8	Missouri Kansas & Texas.			100	38 1/2
Consol. mort., 6s, gold, 1905 J&D			70 1/4	71 1/4	California Pacific.			100	25	Missouri Pacific.			100	22 1/2
Inc. and land gr. reg. 1915 July			91 1/4	91 1/4	Cambridge (street), Boston.			100	68 1/2	Mobile & Ohio RR.			100	117
1st (Rio Gr. Div.), 6s, 1930. F&A			139	138	Camden & Atlantic.			50	59 1/4	Morris & Essex, guar., 7.			50	135 1/2
Texas & St. Louis—1st, 6s, 1910 J&D			138	138	Canada Southern.			100	50	Nashville, Cin. & St. Louis.			50	130
Tol. P. & W.—Pur. C. rec'ts, 1st, E. D.			138	138	Catawissa.			50	54	Nashua & Lowell.			100	55
Purch. Com. Rec't 1st M., W. D.			70	70	do Old, pref.			50	44	Nashua & Rochester, guar., 3.			100	55
do Burlington D.			77	77	do New, pref.			50	18	Naugatuck.			100	54 1/2
1st pref. inc. for 2d mort.			112	115	Cedar Falls & Minnesota.			100	136	Nesquehoning Valley, leased, 10-50			100	5
United Co's N.J.—Cons. 6s, '94 A&O			113	113	Cedar Rapids & Mo. and Ia. Ld.			100	120	New Haven & Northampton.			100	7
Sterling mort., 6s, 1894. M&S			115	117	do do Pref., 7.			100	105	New Jersey & New York			100	135 1/2
do 6s, 1901. M&S			105 1/4	105 1/4	Central of Georgia.			100	34	N. London Northern, leased, 8.			100	119
Cam. & Amb., 6s, 1893. F&A			116	116	Central Iowa.			100	75	N. Orleans Mobile & Texas.			100	120
do 6s, 1889. J&D			114 1/2	114 1/2	do 1st pref.			100	103 1/2	N. Y. Central & Hudson Riv.			100	190
Sund. Haz. & W.B.—1st, 5s, 1923 M&N			95	95	Concord & Portsmouth, guar., 7.			100	46	New York & Harlem.			50	190
Union Pac.—1st M., 6s, g., '96-'99 J&J			114 1/2	114 1/2	Central of New Jersey.			100	45	do do Pref.			50	190
Land Grant, 7s, 1887-9. A&O			118	118	Central Ohio.			50	52 1/2	N. Y. L. Erie & West.			100	42 1/2
Sink. F., 8s, 1893. M&S			117	119	do Pref.			50	83 1/2	do do Pref.			50	74 1/2
Om. Bridge, sterl. 8s, g., '96 A&O			118	118	Central Pacific.			100	43	New York & New England.			100	40
Reg. 8s, 1893. M&S			105 1/4	105 1/4	Charlotte Col. & Aug.			100	19 1/2	N. Y. N. Haven & Hartford			100	173
Collateral trust, 6s, 1908. J&J			118	118	Chesapeake & Ohio, common.			100	26 1/2	N. Y. Ontario & Western.			100	25 1/2
Colorado Cent., 1st, 8s, g., '90 J&J			121	121	do 1st pref.			100	23	do do Pref.			100	150
Denver Pac., 1st, 6s, g., 1895 F&A			121	121	do 2d pref.			100	53	New York & Oswego Midland.			100	129
Kans. Pac., 1st, 6s, g., 1895 F&A			121	121	Cheshire, pref.			100	135	New York Providence & Bos.			100	52
do 1st R. & L. G. D., '99 M&N			121	121	Chicago & Alton.			100	146 1/2	North Pennsylvania.			50	38 1/2
do L'd 1st M., 7s, g., '80 J&J			117	117	Chicago & Burlington & Quincy.			100	125	North Wisconsin.			100	106
do Land 2d M., 7s, g., 1886			50	50	Chicago & Canada Southern.			100	135	Northern Central.			100	29
do Leav. Br., 7s, '96 M&N			82	90	Chicago & East Illinois.			100	103 1/2	Northern New Hampshire.			100	52 1/2
do Inc., No. 11, 7s, 1916 M&S			102 1/2	102 1/2	Chicago Iowa & Nebraska.			100	118	Northern Pacific, common.			100	150
do Inc., No. 16, 7s, 1916 M&S			106 1/2	107	Chicago Milwaukee & St. Paul.			100	120	do do Pref.			100	23
do Den. Div., 6s ass. cp. cert.			97 1/4	97 1/4	do do Pref., 7.			100	138 1/2	Norwich & Worcester, leased, 10.			100	73
do 1st cons. M., 6s, 1919 M&N			90	95	Chicago & North Western.			100	120	Ogdensburg & Lake Cham.			100	26 1/2
Utah Cen.—1st M., 6s, g., 1890 J&J			103	104	do do Pref., 7.			100	120	do do Pref., 8.			100	73
Utah So.—Gen. M., 7s, 1903. J&J			105	105	Chicago & Rock Island.			100	122	Ohio Central.			100	36
Utica & Bk R.—Mort., 7s, '91 J&J			53	55	Chic. St. L. & N. O.			100	41	Ohio & Mississippi.			100	78 1/2
Verm't & Can., 6s, 1895. M&S			20	20	Chic. St. P. Minn. & Om., com.			100	71	do do Pref.			100	124
Mississquoi, 7s, 1891. J&J			13	15	do do Pref.			100	93	Old Colony.			100	109
Vermont Cen.—1st M., 7s, '86 M&N			1	3	Chicago & West Michigan.			100	94	Oswego & Syracuse, guar., 9.			50	.....
2d mort., 7s, 1891. J&D			50	50	Cin. Hamilton & Dayton.			100	90 1/4	Panama.			100	56 1/2
Income extension 8s. M&N			30	30	Cin. Ind. & Pac. St. Louis & Chic.			100	19 1/4	Pennsylvania Railroad.			50	62 1/2
Stanstead S. & C., 7s, 1887. J&J			102 1/2	103 1/4	Cin. Sandusky & Cleveland.			50	80 1/2	Pennsylvania Company.			50	27 1/2
Verm't & Mass.—1st M., 6s, '83 J&J			122	125	do do Pref., 6.50			50	110	Peoria Decatur & Evansville.			100	57
Conv., 7s, 1885. J&J			122	125	Clev. Col. Cin. & Indianapolis.			100	120	Philadelphia & Erie.			50	147
Vick & Mer.—1st M., end, 7s, '90 J&J			100	100	Clev. & Mahoning Val., leased.			50	125 1/2	Philadelphia & Reading.			50	48
2d mort., end, 7s, 1890. J&J			65	65	Clev. & Pittsburg, guar., 7.			100	18 1/2	do do Pref., 7.			50	182
Wabash—1st M., ext., 7s, '90, ex. F&A			112 1/2	112 1/2	Col. Chic. & Indiana Central.			100	135	Phila. & Trenton, leased, 10.			100	104
Mort., 7s, 1879-1909. A&O			106 1/2	107	Columbus & Hocking Valley.			50	100	Phila. Germ'n & Nor., l'sed, 12.			50	71 1/2
2d mort., 7s, ext. 1893, ex. M&N			106 1/2	107	Columbus & Xenia, guar., 8.			50	92	Phila. Wilmington & Balt.			50	125
Equipment, 7s, 1883. M&N			107 1/4	108 1/2	Concord & Portsmouth, guar., 7.			100	70	Pittsburg Cincinnati & St. L.			50	5
General mort., 6s, 1920. J&D			103	106	Connecticut & Passumpsic.			100	150	Pittsb. & Connellsville, leased.			50	16 1/2
Cons. mort., 7s, 1907, com. ex. F&A			107 1/4	108 1/2	Connecticut River.			100	131	Pittsburg Titusville & Buffalo.			50	25
St. L. div., 7s, 1889, ex. F&A			107 1/4	108 1/2	Danbury & Norwalk.			50	54	do do Pref.			100	107 1/2
Gt. West., Ill., 1st, 7s, '88, ex. F&A			107 1/4	108 1/2	Dayton & Michigan, guar., 3 1/2.			50	70	do do Guar., 7.			100	115
do 2d, 7s, '93, ex. M&N			105 1/2	110	do do Pref., guar., 8.			50	105	Richmond & Danville.			100	78
Q'ncy & Tol., 1st, 7s, '90, ex. M&N			102	102	Delaware & Bound Brook.			100	129	Richmond Fred. & P.			100	77 1/2
Ill. & S. Ia., 1st, 7s, '82, ex. F&A			109	109	Delaware Lack. & Western.			50	110	do do 2d pref.			100	56
St. L. K.C. & N. (rest. & L.), 7s, M&S			111 1/2	114	Denver & Fort Grande.			100	36	Richmond York River & Ches.			100	5 1/2
do Om. Div., 1st, 7s, 1919 A&O			121 1/4	121 1/4	Denver So. P. & Pacific.			100	110	Rome Watertown & Ogdensb.			100	26 1/2
do Clarin. Br., 6s, 1919 F&A			121 1/4	121 1/4	Det. Lansing & Northern, com.			100	110	Rutland.			100	18
do No. Mo., 1st M., 1895 J&J			105	105	do do Pref.			100	112	St. Joseph & Western.			100	96
Wabash Fund. Int. Bds., 1907—			105	105	Dubuque & Sioux City.			100	112	St. Louis Alton & Terre Haute.			100	40
Various 4-5s. F&A			97	100	East Pennsylvania, leased.			50	110	do do Pref.			100	40 1/2
Warren (N.J.)—2d M., 7s, 1901.			118	118	East Tennessee Virginia & Ga.			100	100	do do Pref.			100	51 1/2
Westch. & Pa. L.—Cons. 7s, '91 A&O			104	104	Eastern (Mass.)			100	89	St. Paul & Duluth.			100	61
W. Jersey—Debent. 6s, 1883. M&S			117	117	Eastern in N. H.			100	100	St. Paul Minn. & Man.			100	78
1st mort., 6s, 1896. J&J			114	116	Eel River.			100	129	Seaboard & Roanoke.			100	103
Consol. mort., 7s, 1890. A&O			114	116	Elmira & Williamsport, 5.			50	72 1/2	do do Guar.			100	105
West'n Ala.—1st M., 8s, '88. A&O			114	116	do do Pref.			7, 50	50	Shore Line (Conn.), leased, 8.			100	63
2d mort., 8s, guar., '90. A&O			114	116	Erie & Pittsburg, guar., 7.			50	100	South Carolina.			100	10
West. Md.—End., 1st, 6s, 90. J&J			108	112	Fitchburg.			100	100	Southwestern, Ga., guar., 7.			100	103
1st mort., 6s, 1890. J&J			108	112	Flint & Pere Marquette.			100	115	Syracuse Bingham'ton & N. Y.			100	14 1/2
End., 2d mort., 6s, 1890. J&J			105 1/2	110	Frankfort & Kokomo.			100	52	Summit Branch, Pa.			50	35
2d mort., pref., 6s, 1895. J&J			105 1/2	110	Georgia Railroad & Bank Co.			100	112	Terre Haute & Indianapolis.			50	35
2d, end. Wash. Co., 6s, 1899 J&J			119 1/2	121	Grand River Valley, guar., 5.			100	112	Texas & Pacific.			100	100
3d, end, 6s, 1900. J&J			106 1/2	107	Green Bay & Minnesota.			100	112	Toledo Peoria & Warsaw.			100	107 1/2
West'n Penn.—1st M., 6s, '93. A&O			107	107	Hannibal & St. Joseph.			100	112	do do 2d pref.			100	56
Pitts. Br., 1st M., 6s, '96. J&J			107	107	do do Pref.			7, 100	112	United N. Jersey RR. & C. Co.			100	92 1/2

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

CANAL STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.
CANAL BONDS.			TELEGRAPH STOCKS.			TELEGRAPH STOCKS.			TELEGRAPH STOCKS.		
Albermarle & Ches.			American District.100			Nashua (N. H.)...500	720	730	Bullion.....100		
1st, 7s, 1909...J&J	95	98	American Union...100	61½	62½	Naumkeag (Mass.)100	108	108½	Bulwer.....100		
Chesap. & Delaware			Franklin.....100			N. E. Glass (Mass.)375	76	80	Calaveras.....1	24	25
1st mort., 6s, '86 J&J	80		Gold & Stock.....25			Pacific (Mass.)...1000	2510	2525	Caledonia B. H. 100	170	190
Chesapeake & Ohio			International Oe'n.100			Pepperell (Me.)...500	880	885	California.....100	190	
6s, 1870.....Q-J	74	77	Pacific & Atlantic.25	40	41	Rich. Bord'n (F.R.)100		925	Carb. Hill.....10	20	25
Delaware Division			Southern & Atlantic.25	68		Robeson (F. R.)1000	120	120	Centennial.....300		
6s, 1878.....J&J	90		Western Union...100	97½	97½	Sagamon (F. R.)100	120	125	Cherokee.....10	145	150
Delaware & Hudson			TRUST CO'S STOCKS.			Salmon Falls (N.H.)300	350	360	Chrysolite.....50	6½	6½
7s, 1891.....J&J	111½		Brooklyn Trust...25	130		Sandw. Glass (Mass.)80	50	52	Chollar.....100		
1st ext., 1891...M&N	115½		Central.....100	135		Shove (Fall Riv.)100	110	113	Climax.....10	51	52
7s, 1884.....J&J	107½		Equitable.....100	68		Slade (Fall Riv.)100	100	100	Consol. Imperial 100	18	
Coup. 7s, 1894...A&O	114½	114½	First Nat. Bk. & Tr.25	225		Stafford (Fall Riv.)100	120	120	Consol. North Slope 100		
Reg. 7s, 1894...A&O	118		Mercantile.....100			Stark Mills (N.H.)1000	1310	1320	Consol. Pacific.....100		
1st Pa.D. cp., 7s, M&S	118		N. Y. Guar. & Ind.100	125		Tecumseh (F. R.)100	120	120	Consol. Virginia.....100	265	275
do reg. 7s, M&S	118		N. Y. Life & Trust.100	370		Thorncliff (Mass.)1000	925	930	Copper Knob.....1		
James Riv. & Kan.			Real Estate Trust.100	160		Troy C. & W. (F.R.)500	1000	1000	Crown Point.....100		
1st mort., 6s...M&N			United States.....100	340		Union C.M.R. (F.R.)100	160	160	Dahlonega.....1		12
2d mort., 6s...M&N			GAS STOCKS.			Union Mfg. (Md.)...	18	25	Dundenberg.....10	40	
Lehigh Navigation			Baltimore Gas.....100	102½	104½	Wampanoag (F.R.)100	160	160	Durango.....5	21	23
6s, reg., 1884...Q-J	108		Balt. Consol. Gas.84½	87		Washington (Mass.)100	89	90	Eureka Consol.100	160	
RR. 6s, reg., '97, Q-F	115		Consumers' Gas, Balt.	80	805	Weed Sew. M'e (Ct.)25	15	18	Father De Smet 100	64	
Dev. 6s, reg., '77 J&D			People's G.L. of Balt.25	21	22	Weatmore (F. R.)100	102	102	Findley.....1	29	35
Conn. 6s, reg., '82 J&D			Boston Gaslight.....500	800	805	Willim'te Lnen (Ct.)25	85	86	Freeland.....25	200	250
do 6s, reg., '94 M&S			East Boston.....25	28	30	York Co. (Me.)750	1107½	1125	Gold Placer.....25	70	72
6s, reg., '97 J&D	107	107½	South Boston.....100	107½	110	COAL & MISCEL.			Goodshaw.....100		70
Cous. M., 1911 7½ J&D	108	108½	Brookline, Mass.....100	102	105	MINING STOCKS.			Gould & Curry S.100		
Louisville & Portl.			Cambridge, Mass.100	145	146	American Coal.....25			Grand Prize.....100		200
3d mort., 6s, 1881...100			Chelsea, Mass.....100	75	80	Big Mountain Coal 10			Granville Gold Co.1	07	
4th mort., 6s, 1886...106			Dorchester, Mass.100	79	80	Buck Mount'n Coal 50	48	50	Great Eastern.....10		58
Morris			Jamaica P'n, Mass.100	120	121	Butler Coal.....25			Green Mountain.10	465	
Boat'n, reg., '85 A&O	140		Lawrence, Mass.100	131	135	Cameron Con.....10			Hale & Norcross.100		
New mort.....103			Lowell.....100	150	155	Caribou Con. Min'g.10			Highland Chief.....100	100	110
Pennsylvania			Lynn, Mass., G. L.100	70	71	Cent. Arizona. Min.10	7½	8	Horn Silver.....25	13½	14
6s, coup., 1910...J&J	89		Mald. & Melrose.....100	88	90	Clinton Coal & Iron.10			Hortense.....10		50
Schuylkill Nav.			Newton & Wat'n.....100	120	122	Colorado Coal & I.100	80	82½	Hukill.....5	170	180
1st M., 6s, 1897-Q-M	100		Salem, Mass.....100	105	107	Consol. Coal of Md.100	33		Independence.....100	45	46
2d M., 6s, 1907-J&J	73		Brooklyn, L. I.100	110	112	Cumber'd Coal & I.100			Iron Silver.....20	250	
Mort. 6s, cp., '95 J&J	25		Citizens' Brooklyn.20	60	65	Deadwood Mining.....14			Kings Mountain.10		50
6s, imp., cp., '80 M&N	75		Metropolitan, B'klyn.60	62½		Excels' W. & M. Co.100			Lacrosse.....10	29	30
6s, bt&car, 1913 M&N	60		Nassau, Brooklyn.25	40	50	George's Crk C1 (Md.)91	91	95	La Plata.....10		500
7s, bt&car, 1915 M&N	80		People's, Brooklyn.10	30	35	Homestake Min'g.100			Leadville Consol.10	45	50
Susquehanna			Williamsb'g, B'klyn.50	65	70	Loonist Mt. Coal.100	10		Leeds.....100		
6s, coup., 1912-J&J	75		Charles'tn, S.C., Gas.25	15	15	Maryland Coal.....100	18		Leviathan.....10		12
7s, coup., 1908-J&J			Chicago G. & Coke.100	195	200	Montauk Gas Coal.100			Little Chief.....50		100
Union, 1st 6s, '83 M&N			Cincinnati G. & Coke.174	175	175	New Central Coal.....10			Little Pittsburgh.200	225	
CANAL STOCKS.			Hartford, Ct., G. L.25	35	36½	New Creek Coal.....10			Lowland Chief.....50	25	50
Chesapeake & Del.50	532		Jersey C. & Holok.20	155	165	N. Y. & Middle Coal.25	40½		Lucerne.....10		16
Del. & Hudson.....100	86½		People's, Jersey C.100	85	95	P. & S. Straits. C. & I.100			Manhattan.....10		
Del. Div. leased, S.50	36½	35½	Louisville G. L.121	123		P. & S. Straits. C. & I.100			Martin White.....100	70	80
Lehigh Navigation.....100	335½		Mobile Gas & Coke.8			Pennsylvania Coal.50	212½		May Belle.....100	16	19
Morris, guar.4.100	50		Central of N. Y.50	60	70	Pilot Knob L. (St. L.)100			Mayflower.....10	35	45
do pf., guar.10.100	163		Harlem, N. Y.50	70	72	Quicksilver Min'g.100	12	13½	Mexican G. & Silv.10		55
Pennsylvania.....50	5		Manhattan, N. Y.50	182	185	do pref.100	50	54	Moos.....10		57
Schuylkill Nav.....50	6½		Metropolitan, N. Y.100	130	135	San Juan Sil. Min.100	\$1	\$3	Mono.....100		
do do pref.50	9		Municipal.....100	175	180	S. Ralph's Sil., Mob.100	\$5	\$10	Navajo.....100	71	74
Susquehanna.....50	5		Mutual of N. Y.100	104	106	do pref.100	\$6	\$12	New Philadelphia.....50		
MISCELLANEOUS BONDS.			New York, N. Y.100	104	106	Shamokin Coal.....25			N. Y. & Colorado.20		150
Amer'n SS. Co. (Phil.)—			N. Orleans G. L.100	68½	70½	Spring Mount. Coal.50	25½	26½	Noonday.....10		
6s, R. C., 1896...A&O	105		N. Liberties, Phila.25	40		Standard Cons. G. L.100			North Standard.....100		
Balt. Gas Light 6s.	102½	104½	Washington, Phila.25	40		Westmoreland Coal.50			Northern Belle.....100		85
Canton (Phila.).....112	114		Portland, Me., G. L.50	74	76	Wilkesb. Coal & I.100			O. K. & W.7½		
2 6s, cp., 1904...J&J	112	114	St. Louis G. L.50	255		Allouez.....25	2½	2½	Ophir Silver.....100		
Mort. 6s, g., 1904 J&J	112	114	Laclede, St. Louis.100	108	110	Atlantic.....25	16½	17	Overman G. & S.100		100
Un. RR. 1st, end., 6s.	115½	116	Carondelet, St. Louis 50	73	73½	Aztec.....25	14	15	Patagonia.....100		
do 2d, end., 6s, M&N	102		San Francisco G. L.73	73½		Blue Hill (Me.)10	3	3½	Penobscot.....5		
Colorado Coal & Iron—			MANUFACTURING STOCKS.			Brusw'k Antimony.5	15	17	Plumas.....10	125	150
1st consol. 6s.....99	102		Am. B.H.S.M. (Pa.)12½	750		Calumet & Hecla.25	238	240	Potosi.....100		
Equitable R. Es. mort.	103		Am. Linen (Fall Riv.)	1750		Catalpa Silver.....10	1½	1½	Rappahanock.....1		25
Gold & Stock Tel.103			Amory (N. H.).....100	117½	118	Central.....25	39	40	Rising Sun.....10		30
Mariposa Gold L. & M.			Amoskeag (N.H.)1000	1860	1870	Contentment Silver 25	1½		Robinson Consol.50		900
Cons. M., 7s, '86 J&J	100	102	Androsco'g'n (Me.)100	120	121	Copper F's, asst. pd.50	13½	14	Sacramento.....10		300
Mercantile Real Estate	100	102	Appleton (Mass.)1000	1050	1075	Dana.....25	250	500	Santa Cruz.....100		
Oreg. R. & N. 1st, 6s, J&J	106½	108½	Atlaton (Mass.)1000	1050	1075	Dawson Silver.....25	50	100	Savage Gold & Silv.100		290
Pull'm'n Palace Car—			Barnard Mfg. (F.R.)100	14½	150	Douglas (Me.).....5	2½	2½	Sierra Nevada Silv.100		
2d series, 8s, '87 F&A	102	103	Bartlett (Mass.).....100	95	100	Duncan Silver.....25	4½	4½	Silver Cliff.....50	260	290
4th do 8s, '92 F&A	115½	116	Bates (Me.).....100	178	180	Dunglass Silver.....25	14½	14½	Silver Nugget.....26	27	
Del'n't reg., 7s, '88 A&O	106½	107	Boott Cot. (Mass.)1000	x1900	1925	Harshaw Silver.....9	9½	9½	Sir Roderick Dhu.10		30
Stig. 7s, g., 1895 A&O	106	107	Border City Mfg. (F.R.)130	135		Humboldt.....25	1	1½	South Bodie.....48		98
St. Charles Bridge 7s	106	107	Boston Co. (Mass.)1000	1340	1360	Hungarian.....25	500	500	Spring Valley.....1	480	490
St. L. Bridge & Tun—			Boston Belting.....100	x167	168	Huron.....25	5½	5½	Standard Consol.100	25½	26½
1st, 7s, g., 1929 A&O	113	115	Bost. Duck (Mass.)700	900	930	International Silver20	600	650	Standby.....10		250
Reconstruct. certs.....108	110		Cambria Iron (Pa.)50	150	152	Manhattan.....25	750	750	St. Con.....10	345	360
Spring Valley.....100			Checopee (Mass.)100	150	152	Mesnard.....25	1	1½	St. Louis.....100	46	80
W. W., 1st, 1906 M&S			Cocheco (N.H.).....500	775	780	Minnesota.....25	2	2½	Tip Top.....100		150
Western Union Tel.—			Collins Co. (Conn.)10	9½	10	National.....25	17½	17½	Trinity.....10		150
7s, coup., 1900 M&N	120		Continental (Me.)100	75	80	Oscoda.....25	36	37	Unadilla.....100		16
Sterl'g 6s, 1900 M&S	103	105	Crest's Mills (F.R.)100	62½	65	Pewabic.....25	31	31½	Union Consol.....100		
MISCELLANEOUS STOCKS.			Davol Mills (F.R.)100	100	105	Phenix.....25	2½	2½	V. de W. G.10	120	125
Am. Dist. Tel. (Balt.)25	19	26	Doug's Axe (Mass.)100	116	118	Quincy.....25	31½	31½	Wales.....10		
Boston Land.....10	5½	6	Dwight (Mass.).....500	730	725	Ridge.....25	5½	6	BANK STOCKS.		
Boston Water Power.....9½	9½	9½	Everett (Mass.).....100	724	726	Rockland.....25	43	44	BALTIMORE.		
Brookline (Mass.) L'd5	3½	4	Franklin (Me.).....100	103½	105	Silver Islet.....25	7½	7½	Bank of Baltimore 100	125	127
Canton Co. (Balt.)100	49	54	Great Falls (N.H.)100	109	110	Star.....25	1½	1½	Bank of Commerce.25		16
Cent. N. J. L'd Imp.100	15		Hamilton (Mass.)1000	1105	1125	Salt Lake (Me.) Silver 60	250	250	Chesapeake.....25		
Cin. & Cov. B'dge pref.	150		Hartf. Carpet (Ct.)100	276	279	Superior.....25	500	750	Citizens.....10	15	15½
Louisville Bridge.....30	31	2½	Hill (Me.).....100	89	91	Winthrop.....25			Com. & Farmers'100	111	115
McKay Sew'g Mach.10	106	110	Holyoke W. Power.100	230	250	GOLD & SILVER MINING STOCKS.			Farmers' B'k of Md.30	31	31½
Maverick Land.....10	106	110	Jackson (N.H.)1000	1150	1200	Alice.....100			Farmers' & Merch.40	45	45½
N. E. Mtg. Secur. (Bost.)	3	3½	King Philip (F.R.)100	120	120	Alpha Consol G&S.100			Farmers' & Planters25	40	40½
N. Hampshire Land.....10	106	110	Lancaster (Me.)400	905	910	Alta Montana.....100	120	125	First Nat. of Balt.100	125	130
O. Dominion SS. Co.100	46½	46½	Lawrence (Mass.)1000	1650	1700	American Flag.....10	120	125	Franklin.....12½	7	8
Oregon Ry. & N. Co.100	125		Lowell (Mass.).....690	860	875	Amie.....10	16	17	German American.....105	110	110
Pacific Mail SS. Co.100	167	171	Lowell Bleachery.200	250	255	Bald Mount.....100	17	17	Howard.....30	94	94½
Pull'm'n Palace Car100	190	95	Lowell Mach. Shop.500	750	800	Bassick.....100	175	250	Mechanics.....10	11½	11½
St. Louis B'dge, 1st pref	107	110	Lyman M. (Mass.)100	104	105	Bechtel.....100			Merchants'.....100	125	
St. Louis Tunnel R.R.	107	110	Manchester (N.H.)100	170	171	Belcher Silver.....100	175	250	National Exch'ge.100	111	113
St. Louis Transfer Co.	107	110	Mechanics' (F.R								

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

BANK STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	INSURANCE STOCKS.		Bid.	Ask.								
BOSTON—(Continued)				Masonic.....				100	105	Merchants' Nat.....				55	106	Mobile Fire Dep't. 25				15	16		
Blue Hill.....				100	100	Merchants' Nat.....				100	118	Nat. B'k Commerce.....				50	101	Mobile Mutual.....				70	50
Boston Nat.....				100	108 1/2	Northern of Ky.....				100	98	Nat. B'k German'n.....				50	105	Planters' & Merch. Mut.				35	40
Boylston.....				100	112 1/2	Second Nat.....				100	102	Nat. B'k N. Liberties.....				50	133	Stonewall.....				75	80
Brighton, (Nat.).....				100	101	Security.....				100	130	Nat. B'k Republic.....				100	100	Washington Fire & M. 50				40	45
Broadway.....				100	100	Third National.....				100	106	National Security.....				100	67	NEW ORLEANS.					
Bunker Hill.....				100	160	Western.....				100	102	Penn National.....				50	61	Crescent Mutual.....				107 1/2	108 1/2
Central.....				100	109	West. Finan. Corp. 100				100	101	People's.....				100		Factors' and Traders'.				109 1/2	111 1/2
City.....				100	117 1/2	MOBILE.						Philadelphia Nat.....				200		Firemen's.....				57 1/2	
Columbian.....				100	146	Bank of Mobile.....				25	25	Second Nat.....				100		Germania.....				88 1/2	92
Commerce.....				100	118	First Nat.....				100	120	Seventh Nat.....				100	83	Hibernia.....				90	100 1/2
Commonwealth.....				100	112	Nat. Commercial.....				100	90	Sixth Nat.....				100		Home.....				30 1/2	31
Continental.....				100	112	MONTREAL.						Southwark Nat.....				50	152	Hope.....				60	65 1/2
Eagle.....				100	113 1/2	British N. America.....				103	103 1/2	Spring Garden.....				100		Lafayette.....				55	57
Eliot.....				100	112 1/2	Commerce.....				50	131 1/2	22d Ward.....				50		Merchants' Mutual.....				100	101 1/2
Exchange.....				100	140	Dominion.....				50	132	Third Nat.....				100	80	Mechanics' & Traders'.				100 1/2	100 1/2
Everett.....				100	108 1/2	Du Peuple.....				50	83 1/2	Union Nat.....				50	68	New Orleans Ins. Ass'n				32 1/2	32 1/2
Faneuil Hall.....				100	124	Eastern Townships 50				106	84 1/2	Western Nat.....				50	85	New Orleans Ins. Co.				54	55
First National.....				100	199	Exchange.....				100	55	West Philadelphia. 100				104		People's.....				24 1/2	
First Ward.....				100	98	Federal.....				100	124	PORTLAND, ME.						Sun Mutual.....				101	102
Fourth National.....				100	100	Hamilton.....				100	102 1/2	Cumberland Nat.....				40	56	Teutonia.....				109 1/2	115
Freemans'.....				100	118	Hochelega.....				100	106 1/2	Canal Nat.....				100	159	NEW YORK.					
Globe.....				100	109 1/2	Imperial.....				100	106 1/2	Casco Nat.....				100	149	American.....				50	140
Hamilton.....				100	121	Jacques Carrier.....				100	92	First Nat.....				100	149	American Exch.....				100	102
Hide & Leather.....				100	115	Maritime.....				100		Merchants' Nat.....				75	111	Bowers.....				25	195
Howard.....				100	116 1/2	Merchants'.....				100	110	National Traders' 100				148	149	Broadway.....				25	210
Manufacturers'.....				100	103	Molson's.....				50	98 1/2	RICHMOND, VA.						Brooklyn.....				17	190
Market.....				100	103	Montreal.....				200	155 1/2	City Bank.....				25	23 1/2	Citizens'.....				20	195
Market (Brighton).....				100	126	Nationale.....				50	80 1/2	First Nat.....				100	126	City.....				70	125
Massachusetts.....				100	116	Germania Nat.....				100	102	International.....				100	90	Clinton.....				100	120
Maverick.....				100	200	Hibernia Nat.....				100	94 1/2	Merchants' Nat.....				100	99 1/2	Columbia.....				30	58
Mechanics (So. B.) 100				100	123	Louisiana Nat.....				100	107 1/2	Nat. Bk of Virginia 100				92	94	Commercial.....				50	100
Merchandise.....				100	103	Metropolitan.....				100	92	Planters' Nat.....				120		Continental.....				100	185
Merchants'.....				100	140	Mutual Nat.....				100	103	State Bank of Va. 100				100		Eagle.....				40	190
Metropolitan.....				100	109	New Orleans Nat. 100				125	46 1/2	ST. LOUIS.						Empire City.....				100	95
Monument.....				100	173	People's.....				50	48 1/2	Valley National.....				100		Exchange.....				30	100
Mt. Vernon.....				100	108	State Nat.....				100	99	SAN FRANCISCO.						Farragut.....				50	125
New England.....				100	145	Union Nat.....				100	92	Anglo-California.....						Firemen's.....				17	95
North.....				100	129	NEW YORK.						Bank of California.....				130	131	Firemen's Trust.....				100	120
North America.....				100	110	America.....				100	138	First Nat. Gold.....				100	107	Frank & Emp'um.....				110	120
Old Boston.....				50	61	American Exch'g 100				117 1/2	123 1/2	Grangers' B'k of C. 100						Columbia.....				30	58
Pacific.....				100	109 1/2	Bank & Br'kers A. 100				117 1/2	123 1/2	Merchants' Exch. 100						Commercial.....				50	100
People's.....				100	159	Broadway.....				25	110	Nat. Gold Bank & Tr. Co						Continental.....				100	185
Redemption.....				100	132 1/2	Butchers & Drovers 25				110		Pacific.....				122		Eagle.....				40	190
Republic.....				100	125	Central National. 100				120		Wells, Fargo & Co.....						Empire City.....				100	95
Revere.....				100	121	Chase National.....				100	132	FIRE INSURANCE.						Exchange.....				30	100
Rockland.....				100	128	Chatham.....				25	110	BALTIMORE.						Farragut.....				50	125
Second Nat.....				100	149	Chemical.....				100	170 1/2	Associates' Fire Ins. 5				6	7	Firemen's.....				17	95
Security.....				100	185	City.....				25	107	Baltimore Fire Ins. 10				26	27	Firemen's Trust.....				100	120
Shawmut.....				100	112	Commerce.....				100	140	Firemen's Insur'ce. 18				30 1/2	32	Frank & Emp'um.....				110	120
Shoe & Leather.....				100	112	Continental.....				100	117	Howard Fire.....				7 1/2	7 1/2	Columbia.....				30	58
State.....				100	121	Corn Exchange.....				100	115 1/2	Maryland Fire.....				4 1/2	4 1/2	Commercial.....				50	100
Suffolk.....				100	119 1/2	East River.....				25	95	Merchants' Mutual 50				50	60	Continental.....				100	185
Third Nat.....				100	105 1/2	Eleventh Ward.....				25		National Fire.....				10	11	Eagle.....				40	190
Traders'.....				100	103	First National.....				100	1600	BOSTON.						Empire City.....				100	95
Tremont.....				100	119	Fourth National.....				100	119	American F. & M. 100				132	133	Exchange.....				30	100
Union.....				100	145	Fifth Avenue.....				30	140	Merchants'.....				100	100	Farragut.....				50	125
Washington.....				100	134 1/2	Gallatin National. 50				140		Merchants' Nat.....				100	103	Firemen's.....				17	95
Webster.....				100	106 1/2	German American. 75				80		Nat. B'k German'n.....				50	105	Frank & Emp'um.....				110	120
BROOKLYN.						Germania.....				100		National Security.....				100	67	Columbia.....				30	58
Atlantic (State).....				100	140	Greenwich.....				25		Penn National.....				50	61	Commercial.....				50	100
Brooklyn.....				110	120	Grocers'.....				30	120	People's.....				100		Continental.....				100	185
First National.....				215	225	Hanover.....				100	120	Third Nat.....				100	103	Eagle.....				40	190
Fulton.....				90	100	Importers & Tr. 100				200		Union Nat.....				50	68	Empire City.....				100	95
City National.....				230	245	Leather Manufs. 100				100		Western Nat.....				50	85	Exchange.....				30	100
Commercial.....				70		Manhattan.....				50	130	Wells, Fargo & Co.....						Farragut.....				50	125
Long Island.....				90	100	Marine.....				100		FIRE INSURANCE.						Firemen's.....				17	95
Manufacturers'.....				96	100	Market.....				119		BALTIMORE.						Firemen's Trust.....				100	120
Mechanics'.....				180	185	Mechanics'.....				25	143	Associates' Fire Ins. 5				6	7	Frank & Emp'um.....				110	120
Nassau.....				155	165	Mechanics' B. Ass'n 25				102	94	Baltimore Fire Ins. 10				26	27	Columbia.....				30	58
Brooklyn Trust.....				130	140	Montreal.....				200		Firemen's Insur'ce. 18				30 1/2	32	Commercial.....				50	100
CHARLESTON.						Morganville.....				50	130	Howard Fire.....				7 1/2	7 1/2	Continental.....				100	185
B'k of Chas. (NBA) 100				88	90	Merchants'.....				50	130	Maryland Fire.....				4 1/2	4 1/2	Eagle.....				40	190
First Nat. Chas.....				100	99	Merchants' Exch'g 50				95	100 1/2	Nat. Gold Bank & Tr. Co						Empire City.....				100	95
People's National.....				100	99	Metropolitan.....				100	151	National Fire.....				10	11	Exchange.....				30	100
S. C. B'k & Tr. Co. 100				57		Nassau.....				100	100	BOSTON.						Farragut.....				50	125
CHICAGO.						New York.....				100	140	American F. & M. 100				132	133	Firemen's.....				17	95
Commercial Nat.....				100	175	N. Y. Nat. Exch'g 100				100		Merchants'.....				100	100	Frank & Emp'um.....				110	120
Corn Exch. Nat.....				100		New York County 100						Nat. B'k German'n.....				50	105	Columbia.....				30	58
Fifth National.....				100	140	North America.....				100	105	Penn National.....				50	61	Commercial.....				50	100
First National.....				100	210	North River.....				50	95	People's.....				100		Continental.....				100	185
Hide and Leather.....				100		Oriental.....				25		Third Nat.....				100	103	Eagle.....				40	190
Home National.....				100	75	Pacific.....				50		Union Nat.....				50	68	Empire City.....				100	95
Merchants' Nat.....				100	200	Park.....				100	129 1/2	Western Nat.....				50	85	Exchange.....				30	100
B'k of Illinois.....				117	125	People's.....				25	100	Wells, Fargo & Co.....						Farragut.....				50	125
Northwestern Nat.....				100		Phenix.....				20	100	FIRE INSURANCE.						Firemen's.....				17	95
Union National.....				100	210	Republic.....				100	131	BALTIMORE.						Firemen's Trust.....				100	120
Un. Stock Y'ds Nat. 100						Second Nat.....				100	130	Associates' Fire Ins. 5				6	7	Frank & Emp'um.....				110	120
CINCINNATI.						Seventh Ward.....				100		Baltimore Fire Ins. 10				26	27	Columbia.....				30	58
First National.....				200	205	Shoe & Leather.....				100	130	Firemen's Insur'ce. 18				30 1/2	32	Commercial.....				50	100
Fourth National.....				150		St. Nicholas.....				100	110	Howard Fire.....				7 1/2	7 1/2	Continental.....				100	185
German Banking Co. 100						State of N. Y.....				100	115	Maryland Fire.....				4 1/2	4 1/2	Eagle.....				40	190
Merchants' National.....				115	120	Trademen's.....				40	125	Nat. Gold Bank & Tr. Co						Empire City.....				100	95
Nat. B'k & Tr. of Conn. 100						Union.....				50	145	National Fire.....				10	11	Exchange.....				30	100
Second National.....				110	120	PHILADELPHIA.						BALTIMORE.						Firemen's.....				17	95
Third National.....				190	200	B'k of N. America.....				100	204	Associates' Fire Ins. 5				6	7	Frank & Emp'um.....				110	120
HARTFORD.						City National.....				50	103	Baltimore Fire Ins. 10				26	27	Columbia.....				30	58
Etna Nat.....				100	131	Commercial Nat.....				50	55	Firemen's Insur'ce. 18				30 1/2	32	Continental.....				100	185
American Nat.....				50	71	Commonwealth Nat 50				50	31	Howard Fire.....				7 1/2	7 1/2	Eagle.....				40	190
Charter Oak Nat.....				100	130	Consolidation Nat. 50				62		Nat. Gold Bank & Tr. Co						Empire City.....				100	95
City Nat.....				100	102	Corn Exchange Nat. 50				55		National Fire.....				10	11	Exchange.....				30	100
Connecticut River.....				50	38	Eighth Nat.....				150		BALTIMORE.						Firemen's.....				17	95
Far. & Mech. Nat.....				100	128	First Nat.....				100	190	Associates' Fire Ins. 5				6	7	Frank & Emp'um.....				110	120
First Nat.....				100	120	Farmers & Mech. N. 100				120		Baltimore Fire Ins. 10				26	27	Columbia.....				30	58
Hartford Nat.....				100	167	Guard National.....				40	60	Firemen's Insur'ce. 18				30 1/2	32	Commercial.....				50	100
Mercantile Nat.....				100	132	Hingham Nat.....				50	60	Howard Fire.....				7 1/2	7 1/2	Continental.....				100	185
National Exchange.....				50	76	Manufacturers' Nat. 25				28 1/2		Maryland Fire.....				4 1/2	4 1/2	Eagle.....				40	190
Phenix Nat.....				100	167	Mechanics' Nat.....				100	105	Nat. Gold Bank & Tr. Co						Empire City.....				100	95
State.....				100	111																		

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

INDEX SINCE OCTOBER SUPPLEMENT.

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ANNUAL REPORTS.

Boston & Albany.

(For the year ending September 30, 1880.)

This is the first of the great East and West trunk lines to make its annual report for the prosperous year 1879-80. The results are quite favorable, as shown by the tables compiled below.

At the meeting of directors in Boston, Colonel James A. Rumrill, of Springfield, was unanimously elected to the Vice-Presidency. It was also voted to make the dividends hereafter payable quarterly, beginning December 30. The report shows an increase in the earnings of \$1,313,655 over the preceding year, and an increase in transportation expenses alone of \$631,481. The whole increase in expenses more than balanced that in earnings. This increase was mainly in buildings, repairs of road and repairs of cars, the last-named being more than twice the amount expended in the previous year. A surplus of \$347,618 is left after declaring the usual 4 per cent dividend, which is made payable November 15, against a last year's surplus of \$558,638. The number of passengers carried was 5,993,297, and the number of tons of freight 3,310,539, against 5,199,160 and 2,738,096, being an increase of more than 800,000 passengers and 600,000 tons of freight. The number of tons of freight carried one mile was 375,452,804, an increase of about 50,000,000 over last year, and the average rate obtained was much better, being 1.207 cents, against 1.078 cents in 1878-9. The following tables show the traffic, expenses, earnings and net income for three years ending September 30:

TRAFFIC STATISTICS.			
	1877-8.	1878-9.	1879-80.
Freight (tons) carried.....	2,642,555	2,738,096	3,310,539
Freight (tons) carried one mile.....	329,708,573	325,484,799	375,452,804
Av. rate per ton per mile.....	1.13c.	1.078c.	1.207c.
Passengers carried.....	5,200,641	5,199,160	5,993,297
Passengers carried one mile.....	101,221,955	101,248,321	.....
Av. rate per passenger per mile.....	2.24c.	2.14c.	2.08c.

The following table shows the expenses, earnings and net income for three years ending September 30:

EARNINGS AND EXPENSES.			
Earnings.			
	1877-8.	1878-9.	1879-80.
Passenger department.....	\$2,275,351	\$2,165,699	\$2,361,498
Freight department.....	3,721,436	3,588,839	4,530,914
All other sources.....	636,746	672,924	848,706
Total.....	\$6,633,533	\$6,427,463	\$7,741,118
Expenses.			
Repairs of road.....	.....	\$549,769	\$818,969
Repairs of engines.....	.....	245,321	368,465
Passenger and freight cars.....	.....	285,523	616,872
Buildings, etc.....	.....	136,496	303,396
Transport. and gen'l expns.....	.....	2,508,715	3,140,196
Total.....	\$4,413,997	\$3,723,324	\$5,248,500
Net income.....	\$2,219,536	\$2,703,638	\$2,492,618
DISPOSITION OF NET INCOME.			
Rentals.....	\$75,000	\$75,000	\$75,000
Interest on funded debt.....	485,158	470,000	470,000
Dividends.....	1,600,000	1,600,000	1,600,000
Added to surplus.....	59,378	108,638	47,618
Improvement fund.....	.....	450,000	300,000
Total.....	\$2,219,536	\$2,703,638	\$2,492,618

North Carolina Railroad.

(For the year ending May 31, 1880.)

The President's report supplies the following:

Receipts from all sources.....	\$283,246
Expenses for the year, including amounts paid in	

settlement of old claims, expenses of Directors, Finance Committee, legal expenses, &c.....	\$11,779
Paid interest on debt.....	29,001—\$10,730

Leaving a balance of.....\$242,465
—which has been applied to the sinking fund, payment of dividends, &c.

DEBT OF THE COMPANY.

The total debt of the company reported at last annual meeting was.....	\$416,985
The present debt is.....	\$395,701
From which deduct amount of assets as shown by the Secretary's report.....	143,806

And we have the actual debt unprovided for.....\$251,895

In the amount \$395,701 (debt of the company) is included \$120,000 dividend declared, but not due until September 1, 1880, which will be paid out of the semi-annual rent due July 1, 1880.

Of the above amount \$143,806 assets, \$7,677 is cash deposited in banks, and cash items; amount due from Rev. N. H. D. Wilson, former Trustee, \$28,024; amount in hands of Major John W. Graham, Trustee, \$96,442; making a total of \$132,144; the remainder, amounting to \$11,661, is shown in the Secretary and Treasurer's report, showing the financial condition of the company.

The President says the balance of mortgage debt not provided for is \$127,533. "When the mortgage was made bonds to the amount of \$1,500,000 were printed and placed in the vaults of the company. As only \$790,000 of these bonds were issued, there still remain in the vaults of the company \$810,000, some of which have been signed by the proper officers of the company. I would respectfully recommend to the stockholders, in obedience to a resolution passed by the board of directors, that these bonds be destroyed by a committee to be appointed by the board of directors."

GENERAL INVESTMENT NEWS.

American Union Telegraph.—The Baltimore & Ohio Railroad Company took possession October 31 of the entire lines of telegraph on its Pittsburg Division, which had previously been operated in connection with the Western Union Telegraph Company. The wires were transferred to the offices of the American Union Telegraph Company at Pittsburgh, Connellsville and Cumberland.

This change adds about 500 miles of line and about fifty new offices to the system of telegraph lines operated by the Baltimore & Ohio Railroad Company and the American Union Telegraph Company, and opens to the important towns and vast coke region along the Pittsburg & Connellsville Railroad the benefits of the enterprise and cheap rates for telegraphing offered by the American Union Company, while it severs the connection of the Western Union Telegraph Company with these towns.

Atehison Topeka & Santa Fe.—The statement of the Atehison Topeka & Santa Fe Railroad Company made to the New York Stock Exchange makes exhibit of 885 miles of track in Kansas, exclusive of side track; 285 miles in Colorado, and 374 miles in New Mexico, reaching to San Marcial; a total mileage of 1,544. The capital stock is \$25,000,000; the bonded debt as follows: 7 per cent first mortgage bonds, \$7,041,000; 5 per cent bonds (secured by a corresponding amount of 7 per cent first mortgage bonds on the New Mexico & Southern Pacific Railroad), \$1,185,000; land grant bonds (secured by a mortgage upon the unsold lands of the company, comprising nearly 2,000,000 acres, and the lands still held under contracts of sale for more than \$2,000,000), \$3,115,500; land income bonds, \$480,000; consolidated mortgage bonds (convertible into stock), \$278,500; construction notes (due January 1, 1882), \$78,000; currency and old scrip outstanding, \$284,225.

Atlantic Mississippi & Ohio.—The Richmond press dispatches October 30 state that by order of the United States Circuit Court the sale of the Atlantic Mississippi & Ohio Railroad, which was advertised to be made on Monday, has been postponed until February 10, 1881. This became necessary in consequence of the discovery that the proper notices of sale required by the law of the State and by the decree of the Court to be served on the Board of Public Works and the Attorney-General of Virginia had not been served, and the advertisement had not been published as required by law.

Atlantic & Pacific.—The Secretary of the Interior has appointed A. B. Nichols (the engineer of the Bureau of Railroad Accounts), Hoyt Sherman, of Iowa, and J. B. Bloom, of New York, as commissioners to examine the recently-completed portion of the Atlantic & Pacific Railroad from Albuquerque fifty-two miles westward, in New Mexico. The commissioners are directed to meet for this purpose at Albuquerque on November 6.

Boston & Lowell—Nashua & Lowell.—The Boston Journal reports: "The Boston & Lowell and the Nashua & Lowell Railroads were operated together for many years under a joint contract, which expired by its own limitation two years ago. The Boston & Lowell Corporation at that time declined to renew the old contract, but offered to lease the Nashua road on terms not satisfactory to the latter company. The roads have been operated separately ever since, and, although both parties were ready to admit the mutual advantages to both of a single management in many respects, they have till recently been unable to agree upon the terms of such single management. The directors of the two corporations have now agreed upon the basis of a lease by the Boston & Lowell of the Nashua & Lowell road for one hundred years, at a rental of \$60,000 per annum,

which is equivalent to 7½ per cent upon the capital stock of the leased road; subject, however, to ratification by the stockholders of both corporations, who will meet on the 10th of November next to act upon the subject.

"Very little doubt is entertained as to the action of the stockholders in both cases. The lessor party will get as rental a little more than it has paid its stockholders the past year by way of dividend (7 per cent), while the lessee company will not only realize the full amount of rental from the earnings of the leased road, but can operate the two roads together at a diminished cost, equal to at least one-fifth of the entire rental, thus reducing the rental from 7½ to 6 per cent, or thereabouts."

Canadian Pacific.—A dispatch from Ottawa, Nov. 2, to the New York World, says: "The arrangements with the Pacific Railway Syndicate having been concluded by the Government, the Dominion Parliament will meet on the first Thursday in December to ratify the bargain." * * * "The arrangement is still a state secret, but the following particulars may be relied upon: One division of the syndicate is composed of Canadian capitalists, the chief among them being Mr. George Stephen, President of the Bank of Montreal; Mr. Angus, formerly Manager of that institution, and now General Manager of the St. Paul Minneapolis & Manitoba Railway; Hon. James Cochran, the well-known Quebec cattle-breeder, and Mr. McIntyre, formerly a dry goods merchant in Montreal, and now the controlling spirit of the Canada Central Railway, which will be the Montreal branch of the Canadian Pacific Railway. These gentlemen are the principal subscribers, but it is probable that they represent others whose names will not be disclosed until the company applies to Parliament for its charter. For instance, it is understood that Messrs. Stephen and Angus represent the interest of Mr. Donald A. Smith, formerly Chief Factor of the Hudson Bay Company, and one of the wealthiest men in the Dominion. Two years ago Messrs. Smith and Stephen bought the St. Paul & Pacific Railway from the Dutch (Amsterdam) bondholders, and as it is the high road and gateway to Manitoba, they have made enormous profits from the influx of emigrants and freight into that province. The English division is limited to Merton, Rose & Co., the agents of the Dominion Government in London. Sir John Rose, at one time Finance Minister of Canada, was a member of that firm for many years, but he withdrew from it some time ago, leaving his interest to his son. Mr. Greenfell is the senior partner of the firm. The American division is Morton, Bliss & Co., the New York branch of Morton, Rose & Co. The French division is composed of Reinach & Co., of Paris and Frankfurt, and the Societe-Generale. The syndicate will have a paid-up capital of \$50,000,000. Of this sum the Societe-Generale subscribes one-half, \$25,000,000 sterling; the Canadian capitalists one-fourth, or \$12,500,000, and Morton, Rose & Co., with Morton, Bliss & Co. and Reinach & Co., the remaining fourth. A guarantee of \$1,000,000 will be deposited with the Government, to be forfeited should the syndicate fail in its contract. The Government hand over to the syndicate the sections of the road already completed or in course of construction, the value of which, including the surveys, etc., is put down at \$30,000,000, and give them a cash subsidy of \$25,000,000 and a land grant of 25,000,000 acres. The land is valued at \$2 per acre, so that the gross subsidy, with completed sections, represents the sum of \$105,000,000. The road is to be completed in ten years from Lake Nipissing, its eastern terminus, to Buzzard Inlet, on the Pacific Coast; but there is a special proviso that the prairie section, roughly speaking, 1,000 miles in length, from Manitoba to the Rocky Mountains, shall be finished, equipped and running within three years. The syndicate will control the completed sections, run them and be responsible for the running expenses until the completion of the road in 1891, when the Government will take possession. It is provided that the syndicate shall make no pooling traffic or other arrangements with American roads without the consent of the Government, subject to ratification by the Dominion Parliament. These are the main features of the scheme so far as the syndicate is concerned. Sir John Macdonald announced on his return from England that the road would be built from end to end without asking the Canadian people for a dollar, and this is how he proposes to do it: The Government will reserve 25,000,000 acres in blocks, alternating with those granted to the syndicate, and this land will be thrown upon the market as the prairie section of the road is building. At \$2 an acre—and it is believed the land will bring much more—this will give him \$50,000,000, a sum sufficient to pay the cash subsidy to the syndicate and to recoup the country for money already spent on the undertaking. It will be seen that the success of the whole scheme turns on the ability of the Government and the syndicate to dispose of the land to settlers. This year the emigration to Manitoba and the Northwest falls nearly 50 per cent below Sir John Macdonald's estimate of last session; but the members of the syndicate say they will establish agencies in every corner of Great Britain, and that Reinach & Co. will look after emigration from Germany. The portions of the road completed, or in course of construction, which will be handed over to the syndicate are as follows:

	Miles.
Fort William to Selkirk (main line).....	406
Selkirk to Pembina (branch).....	85
Selkirk toward the Rockies (main line).....	200
In British Columbia (main line).....	127
Total.....	818

"Professor Macoun and other authorities estimate that there are at least 200,000,000 acres of good land in the Northwest, so that after satisfying the land grant to the syndicate and their

own reserves, the Government will still have 150,000,000 acres to dispose of. It is proposed to sell enough of this to enable the Government to construct branch roads running north from the main line and to improve the navigation of the Saskatchewan and other rivers. There is no doubt that the syndicate arrangement will be ratified by Parliament. The Government have a majority of nearly 90 in a House of 206 members, and, moreover, many members of the opposition approve of the bargain, since it rids the country of an enormous burden."

Chesapeake & Ohio.—From the forthcoming annual report for the year ending Sept. 30, 1880, the following figures have been obtained, showing a comparative statement of the freight tonnage and earnings of the road from 1873 to 1880—seven years:

Fiscal year ending Sept. 30.	Tons of freight hauled.	Tons hauled one mile.	Earnings from freight.	Total earnings.	Net earnings.
1874.....	399,465	60,273,536	\$950,312	\$1,460,189	\$245,849
1875.....	359,569	66,166,596	993,862	1,459,189	346,868
1876.....	415,462	97,633,570	1,177,942	1,599,712	356,676
1877.....	471,660	116,971,680	1,285,184	1,702,532	339,307
1878.....	538,066	152,897,160	1,508,161	1,936,360	341,621
1879.....	686,526	167,833,065	1,457,424	1,891,542	384,209
1880.....	941,124	230,219,551	2,020,094	2,514,245	569,283

Chicago Milwaukee & St. Paul.—General Manager Merrill, of the Chicago Milwaukee & St. Paul Railroad, announces in a recent circular that this company having come into the possession of the Chicago Clinton Dubuque & Minnesota Railroad (including the branches known as the Chicago, Bellevue, Cascade and Western, the Waukon and Mississippi, and the Caladonia, Mississippi and Western railroads), the same will be operated and known, on and after November 1, as the Dubuque Division of the Chicago Milwaukee & St. Paul Railway. The Wisconsin Valley Railroad having also come into possession of this company, the same will be operated and known after the above date as the Wisconsin Valley Division of this railway.

Cincinnati Hamilton & Dayton.—A report of Mr. Short shows the following figures, the net earnings for September being approximate only:

Aggregate earnings for the six months ending Sept. 30, 1880.....	\$1,473,482
Expenses of operating, including payment of taxes and interest on bonds.....	1,368,141
Net earnings.....	\$105,340

Out of these net earnings a dividend of two per cent was ordered paid on the \$3,500,000 stock, amounting to \$70,000, and leaving \$35,340 surplus. On April 20 last a dividend of 3½ per cent was ordered for the fiscal year ending March 30, 1880. For the eight years previous the dividends had been passed.

Columbus & Hoeking Valley.—This company has completed its Monday Creek branch to Oreville, Ohio, on the Straitsville branch. The length of the branch from the main line at Nelsonville to Oreville is eighteen miles. The extension built this year is six miles.

Delaware & Hudson Canal Railroads.—The following is a comparative statement of business of the railroads owned and leased by the Delaware & Hudson Canal Company during the month of September:

	1879	1880
Railroads—	Gross earnings.	Net earnings.
Penn. Division.....	\$112,762	\$62,132
Albany & Susquehanna.....	105,362	55,325
Bensselaer & Saratoga.....	181,574	132,000
New York & Canada.....	47,394	14,218
Totals, September.....	\$447,092	\$264,577
Previous totals.....	2,685,304	1,143,948
Totals to date.....	\$3,132,397	\$1,408,525
This shows a net increase in September, 1880, of \$8,742, and for the nine months of 1880 of \$236,089.	\$3,814,750	\$1,644,614

Erie Canal Business at Buffalo.—The following statement shows the canal business of Buffalo for the month of October, with comparisons:

Tolls collected in October, 1880.....	\$97,327
Tolls collected in October, 1879.....	115,934
Decrease for 1880.....	\$18,606
Number of boats cleared in October, 1880.....	1,424
Number of boats cleared in October, 1879.....	1,675
Decrease in 1880.....	251
Amount of tolls collected from opening until October 31, 1880.....	\$671,616
Amount of tolls collected from opening until October 31, 1879.....	516,759
Increase in 1880.....	\$154,856
Number of boats cleared from opening until October 31, 1880.....	9,380
Number of boats cleared from opening until October 31, 1879.....	7,622
Increase in 1880.....	1,758

Grand Rapids & Indiana.—Gross and net earnings for eight months of the year are reported as follows:

	1880.	1879.	Increase.
Earnings from Jan. 1 to Aug. 31.....	\$1,077,543	\$816,904	\$260,639
Expenses from Jan. 1 to Aug. 31.....	784,711	606,273	178,438
Net earnings.....	\$292,831	\$210,631	\$82,200

Hannibal & St. Joseph.—At Hannibal, Mo., Nov. 1, the stockholders of the Hannibal & St. Joseph Railroad held their annual meeting, and unanimously elected the old board of directors, viz.: William Dowd, Myron P. Bush, Jay Gould, Russell Sage, Elihu Root, Julius Hallgarten, Horace Porter, Henry H. Cook and Enoch Pratt.

Kansas City Fort Scott & Gulf.—General Passenger Agent Lockwood issued the following under date of October 25: "I

take pleasure in advising you of the completion of this company's line to Lamar, Mo., distant 138.2 miles from Kansas City. A branch line has also been completed, and is in operation from Pleasanton, Kansas, to Rich Hill, Mo. For convenient reference I give below the total miles of road owned and operated by this company:

Kansas City, Mo., to Joplin, Mo.	Miles.
Pleasanton, Kas., to Rich Hill, Mo.	174.0
Port Scott, Kas., to Lamar, Mo.	24.1
Weir City, Kas., to Parsons, Kas.	40.1
Total	310

Marietta & Cincinnati.—Messrs. J. A. Hambleton & Co. give in their circular the official statement of the Marietta & Cincinnati Railroad, for the year ending June 30th, 1880, and for the first two months—July and August—of the present fiscal year:

Gross earnings 12 months ending June 30th, 1880.	\$2,020,534
Working expenses.	1,515,885
Net earnings.	504,648
Leases of Balt. & Cinn. and Balt. Short Line, rents of real estate and taxes.	387,297
Total net earnings to profit and loss.	\$117,350
Gross earnings for July and August, 1880.	\$423,281
Working expenses for July and August, 1880.	361,683
Net earnings.	\$61,598
Leases, rents, taxes, etc.	19,332

Total net earnings, two months.....\$42,266

From the above figures it would appear that, while the gross earnings are large and very satisfactory, the expenses are inordinately heavy. The official report which we have before us fully explains the cause for the temporary heavy expenses. Included in the working expenses are the extraordinary outlays for new steel rails, new rolling stock, &c. As a sample we give the following official figures:

Paid for steel rails, July, 1880.	\$50,000
Paid for steel rails, August, 1880.	25,000
The net earnings for July and August, 1880, after paying all expenses, including leases and taxes, were.	42,266
Extraordinary expenses, steel rails.	75,000

Net earnings for two months, over all.....\$117,266

Massillon & Cleveland.—The Pennsylvania Company has assumed control of the Massillon & Cleveland Railroad, and will hereafter operate the same as the Massillon branch of the Pittsburgh Port Wayne & Chicago Railway.

Missouri Kansas & Texas.—A special meeting of the stockholders will be held at the office of the company in Parsons, Kansas, on Wednesday, the 17th day of November, as heretofore noticed in the CHRONICLE, to act upon a proposed increase of the capital stock of the company to the extent of \$25,000,000 in addition to its present capital. In addition to the resolution in regard to increasing the stock, the directors adopted the following:

"Whereas, The stockholders of this company, at their annual meeting held on the 19th day of May, 1880, adopted a resolution providing for the issue of a general consolidated mortgage upon the franchises and property of the company, to secure a contemplated issue of \$45,000,000, for the purposes therein stated, and among other things to make provision for securing the means to extend the company's line, by purchase or construction or both, to the Rio Grande; and

"Whereas, This company is authorized to build a branch from its main line in the Indian Territory to Fort Smith, Ark.; and

"Whereas, It may be desirable, at or before the completion of the extension to the Rio Grande to enter upon the construction or acquisition by purchase or otherwise, of an extension of its road to the City of Mexico;

"Resolved, That a clause or article be inserted in the general consolidated mortgage, to the effect that if said extension from the Rio Grande to the City of Mexico shall be resolved upon, or an extension from a point on the main line in the Indian Territory to Fort Smith, Ark., a further issue of bonds be made, to be secured by the said mortgage, the aggregate amount of which bonds on such extension or extensions shall not exceed the rate of \$20,000 per mile for each mile of completed road; such bonds when issued to stand equally and ratably secured by the said mortgage with the other bonds issued thereunder.

"Resolved, That the foregoing resolution be submitted to the stockholders for their action at a special meeting called for November 17, 1880.

"Resolved, That the President be authorized and directed to cause an immediate survey of the line of this company from its existing terminus in Texas, on the best and most practicable route, to the Rio Grande.

"Resolved, That the Executive Committee report at the next meeting, or as soon as practicable, their judgment as to whether it is desirable or expedient at this time to construct the line from the main branch in the Indian Territory to Fort Smith, in Arkansas."

Ogdensburg & Lake Champlain.—The board has voted to offer only \$129,000 of the consolidated bonds remaining in the treasury, not issuing the remaining \$1,000,000, as was at first proposed.

Ohio & Mississippi.—Mr. John King, Jr., Receiver of the Ohio & Mississippi Railroad, has filed his report for September in the U. S. Circuit Court, showing the following:

RECEIPTS.	
Cash on hand, September 1, 1880.	\$301,351
From station agents.	517,517
From contractors.	6,388
From individuals, railroads, etc.	54,262
From Adams Express and American Express.	729
Total	\$880,249

DISBURSEMENTS.	
Vouchers previous to Nov. 18, 1876.	\$862
Vouchers subsequent to Nov. 18, 1876.	247,050
Pay-rolls.	143,633
Averages.	514
1st mortgage coupons due July, 1880.	214,482
Cash on hand Oct. 1, 1880.	273,705
Total	\$880,249

—The Receiver gives notice as follows:

"By direction of the Circuit Court of the United States for the District of Indiana, I will, on the 1st day of November, 1880, pay on presentation at the First National Bank of Springfield, Ill., the interest coupons of the mortgage bonds of the Ohio & Mississippi Railway Company, Springfield division, which fall due on that date, and on the same day will pay on presentation at the office of the company, 52 William Street, in the City of New York, the interest coupons of the Ohio & Mississippi Railway Company which fell due October 1, 1880. On the 5th day of November, 1880, I will pay on presentation at the First National Bank of Springfield, Ill., the interest coupons of the mortgage bonds of the Ohio & Mississippi Railway Company, Springfield division, which fell due November 1, 1877.

"And on November 12, 1880, I will pay on presentation at the office of the company, 52 William Street, in the City of New York, the interest coupons of the second mortgage bonds of the Ohio & Mississippi Railway Company, which fell due April 1, 1877.

"The said several overdue coupons will be paid at their face value on the surrender thereof, without prejudice to the right of any party receiving such payment to demand hereafter that interest be paid on all such overdue coupons from the time of maturity until payment, the question of the right of any party to interest upon such overdue coupons being reserved by the court for future determination. A record will be kept of the names of parties surrendering such coupons for the purposes of such future payment of interest, in case it shall be determined that the parties are entitled thereto."

Pennsylvania Railroad.—The dividend of this company was declared at the meeting of the board on November 1. It is a semi-annual dividend of 3 per cent, with the addition of a special extra dividend of 1 per cent, making 4 per cent in all; this plan apparently being adopted in order that the company should not be fully committed to the policy of 4 per cent semi-annual dividends. For the purpose of distributing a portion of the shares purchased from the city of Philadelphia, the option is given to the shareholders of accepting the extra dividend of 1 per cent in scrip, convertible into the stock of the company at par when presented in sums of \$50, provided the said option shall be exercised on or before Dec. 21, 1880, after which date all outstanding scrip will be paid in cash.

Rutland.—The Boston Advertiser says: "The Rutland Railroad Company defaulted on Nov. 1 for the fourth time on their first mortgage 8s. There are about 240,000 of these bonds outstanding. Several suits were brought a year since against the company in the United States Courts to enforce payments on coupons due May 1, 1879, the first on which default occurred. These suits were recently terminated by the company's payment of the coupons upon which suit was brought, with 6 per cent interest from their due date, in accordance with the decision in the Cheever & Hart case. Suits were brought a month ago on coupons outstanding, and it is understood new suits will be brought on each successive default."

Sioux City & Pacific.—Track-laying on the Niobrara Branch of the Sioux City & Pacific stopped at Plainview, leaving some twelve miles of grade beyond not ironed. All the track-laying force has been sent over on the Black Hills Branch of the road, which will be pushed as far as the weather will allow this fall.

Toledo Ann Arbor & Grand Trunk.—A circular has just been issued by President J. M. Ashley, of the Toledo & Ann Arbor Railroad, announcing that the consolidation, October 16, 1880, of the Toledo & Ann Arbor Railroad Company, and the Toledo Ann Arbor & Northeastern Railroad Company, resulted in the organization of the Toledo Ann Arbor & Grand Trunk Railway Company. Mr. Wm. P. Watson of New York has been appointed Treasurer of the company.

Virginia and West Virginia.—The following notice was published in London: "We, the undersigned holders of certificates issued under the Virginian Funding Acts of 1871-72 and 1879, known as "Western Virginia" or "Deferred Certificates," hereby request the attendance of holders of the said certificates at a meeting to be held at the Cannon Street Hotel, London, on Wednesday, the 3rd of November next, at 1 o'clock P. M., to appoint a committee with the object of bringing about a settlement between the two States, and the certificate holders."

—At the meeting in London, Nov. 4, it was resolved that a committee be appointed to bring about a settlement between the States of Virginia and West Virginia and the holders of certificates known as Western Virginia or deferred certificates.

Vermont & Canada.—Vermont Central.—The annual meeting of the stockholders of the Vermont & Canada Railroad was held at Bellows Falls, Vt., on the 21st of October. President Brooks reported the status of litigation, which is that the decision of the Supreme Court case, heard a year or two ago, is awaited with anxiety. But it is rumored that the opinion prepared by Judge Royce causes deliberation. Also that this opinion proposes practically to reverse the decision of the full bench three years ago. A resolution was adopted instructing the directors to abandon for the present an effort to recover arrears of rent and proceed to take possession of the road after the action of the Court.

The Boston Journal gives the following interesting history of this case:

The Vermont & Canada Railroad was organized in 1849, the road originally being from Essex Junction to Rouse's Point, a distance of forty-seven miles. To comply with the charter it was necessary to extend the line from Essex Junction to Burlington, and in 1858 the charter was extended for five years, and in 1861 the extension to Burlington through the Tunnel was made, and the connection with the Rutland road completed. In 1850 and '51 the Vermont & Canada leased this road to the Vermont Central company. They were to operate it and pay 8 per cent on the cost of construction, which was \$1,348,500, as annual rental. The security for rental was the reserved right of rent, to enter in possession of both the Central and Vermont & Canada roads, and to operate the same till rent was paid. The road from Burlington to the middle of the channel at Rouse's Point, a distance of about forty-seven miles, and a branch from Swanton Junction to the Vermont & Canada line, a distance of ten miles, constitute the Vermont & Canada road. In

1852 the Vermont Central company failed and surrendered the Vermont Central and the Vermont & Canada roads to the trustees of the first mortgage bonds of the Vermont Central road.

In 1854 these trustees failed, and on December 1, 1854, failed to pay the six months' rent then due the Vermont & Canada Company. The Vermont & Canada immediately commenced a suit in the Franklin County Court and sought to enforce the agreement by which it was to occupy both roads till back rents were paid. Upon this application the property was put into the hands of receivers. In 1854 they were ex-Governor J. Gregory Smith, Joseph Clark and Lawrence Brainard. The right of the Vermont & Canada Company was disputed by all the other parties interested in it, one of the reasons being that the charter of the Vermont & Canada Company authorized that corporation to operate a railroad from Rouse's Point to Burlington only, and it was beyond the capacity of that corporation to make a contract by which it might operate a railroad from Rouse's Point to Windsor. The amount of the cost of construction upon which the eight per cent rental was to be paid was also disputed. However, in 1861, the Supreme Court of Vermont rendered a final decision in that clause fixing the cost of construction at \$1,348,500.

In 1864 the compromise decree was made. The effect and construction of this is the one thing about which the parties interested in the property have been involved before the courts, it having been complicated with questions arising out of the debt created by the managers under the decree and floated by them on the Boston market. From 1864 to 1871 the Swanton branch and Burlington branch were built and the property improved by erection of depots, &c. To pay for this the capital stock was increased \$1,651,500, making the capital \$3,000,000. The managers have further improved the property, and have floated bonds as follows:

Equipment bonds.....	\$2,000,000
S. B. & C. 7s.....	500,000
Missisquoi.....	500,000
Vermont & Canada guaranteed 8s.....	1,000,000
Income and extension.....	1,000,000
	\$3,000,000

In addition to this sum the management had a floating debt of \$2,800,000, upon which their notes went to protest in September, 1872. In December, 1872, they failed to pay the semi-annual rent of \$120,000 due the Vermont & Canada Company. The Legislature of 1872 chartered the Central Vermont Railroad Company with a view to organize a corporation out of the different securities whereby all the debt should be capitalized into stock of the new company.

In May, 1873, the Central Vermont Company organized with a cash capital of \$1,000,000—a majority of which was subscribed by Duncanson, Sherman & Co., Trenor W. Park and other New York capitalists. There was a clause in the Central Vermont charter which provided that until a majority of the first mortgage bonds of the Vermont Central road should be retired under the new charter the Central Vermont Company might operate the property temporarily under the orders of the Court of Chancery of Franklin county. Availing themselves of this clause, application was made to have the property temporarily entrusted to the Central Vermont Company, and on July 1, 1873, Chancellor Royce granted the application.

The old question as to the relative rights of the Vermont & Canada company, as distinguished from the rights of the persons having the trust debts of almost \$8,000,000, was not determined, and has been since, in one form or another, continually before the courts, the Central Vermont company retaining possession for the past seven years. The opinion of Judge Barrett in 1877 has been claimed as a victory by both parties, and now the expected decision by the Supreme Bench is quite currently reported to be in favor of the Central Vermont company. The Vermont & Canada stock in market has advanced, however, presumably by speculators.

The decision is a grave one and involves millions. Certain it is that the present managers have one of the best roads in the country—steel rails, improved rolling stock—and Vermonters were never so well served as to-day in railroad facilities.

Wabash St. Louis & Pacific.—The *World* has the following: "Mr. A. L. Hopkins, the well-known Vice President of the Wabash St. Louis & Pacific Railway Company, in reply to an inquiry from a stockholder, sends the following detailed statement of the mileage and interest charges of the company, including all the roads it has acquired in the last few months: 'Mr. Ashley's statement,' writes Mr. Hopkins, 'shows that we are now operating 2,404 miles. The total amount of fixed charges, including leases, per annum, amount to \$3,754,023, or 7 per cent on \$22,800 per mile. We shall earn in October about \$1,500,000 without the earnings of the Q. M. & P. road. This is the first month when the earnings of all the lines have been reported, and I think the road will earn \$20,000,000 next year without estimating what will come from the completion of the road to Detroit and through Iowa to connect with our Council Bluffs branch. Estimating that the road can be operated for 60 per cent of the earnings would leave \$8,000,000 net; from which deduct fixed charges and taxes, say \$4,000,000, leaving \$4,000,000 surplus for the stock, equal to 9-10 dividend on both the common and preferred stock.'

WABASH ST. LOUIS & PACIFIC RAILWAY.

Total mileage.....	2,404
Interest on Wabash Railway Company mortgages, as per statement in pamphlet, Dec. 31, 1879.....	\$1,519,904
Add 1 per cent on coupon bonds and scrip.....	19,583
Add 5 per cent interest on Chicago Division bonds.....	225,000
Add 6 per cent interest on \$2,000,000 general mort. bonds.....	120,000
Interest on Kansas City Northern bonds, per statement, Dec. 31, 1879.....	907,045
Total interest charges.....	\$2,791,532

Rentals.

Eel River.....	\$83,760
Q. M. & Pacific.....	52,920
Joint C. B. & Q.....	23,000
T. P. & Western, 7 per cent on \$4,227,000.....	309,890
T. P. & Western, 4 per cent on \$2,900,000.....	116,000
Cham. Havana & Western, 6 per cent on \$1,600,000.....	96,000
Mo. Iowa & N., 4½ per cent on \$3,025,000.....	136,125
Mo. Division rentals.....	144,795
	962,490

Total.....\$3,754,022
The fixed charges of the Wabash St. L. & Pacific R.R. Co. for the year at the present rate of interest and rental would be 3,754,023. The company is now operating 2,404 miles of road which, at \$22,300 per mile, is.....53,609,200
The fixed charges as above, viz., \$3,754,023, are equivalent to 7 per cent interest on about.....53,630,000

"The fixed charges of the Wabash are therefore equivalent to interest (7 per cent) on \$22,300 per mile. The capital stock, both common and preferred, is at the rate of \$18,000 per mile."

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Nov. 5, 1880.

The general election on Tuesday for President and Vice President of the United States resulted in the choice of the Republican candidates. There will also probably be a Republican majority in the lower house of the next Congress, the regular session of which begins more than one year hence. Business has as yet hardly recovered from the interruption. No new features are developed, but the indications are that trade is being resumed on a scale of considerable importance. There have been slight flurries in the money market, with a tendency to advance rates.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1880.		1879.
	Nov. 1.	Oct. 1.	Nov. 1.
Pork.....	28,139	30,194	50,631
Beef.....	3,204	3,359	2,299
Lard.....	14,908	17,875	99,894
Tobacco, foreign.....	25,674	22,418	29,425
Tobacco, domestic.....	51,128	48,762	49,495
Coffee, Rio.....	175,770	129,146	59,723
Coffee, other.....	98,600	40,100	15,900
Coffee, Java, &c.....	112,750	138,533	17,100
Sugar.....	59,775	90,668	25,625
Sugar.....	7,676	13,065	10,249
Sugar.....	1,120,000	804,000	389,700
Melado.....	6,374	7,284	1,679
Molasses, foreign.....	2,274	3,931	None.
Molasses, domestic.....	1,500	2,000	3,000
Hides.....	256,100	217,000	23,200
Cotton.....	78,731	46,805	35,518
Spirits.....	55,809	49,507	36,796
Rosin turpentine.....	3,923	1,800	3,638
Tar.....	102	417	3,023
Rice, E. I.....	15,000	5,300	6,025
Rice, domestic.....	3,200	2,100	583
Linseed.....	56,800	53,477	None.
Saltpetre.....	10,500	9,500	12,250
Jute.....	4,500	5,400	1,140
Jute butts.....	57,800	59,100	22,300
Manila hemp.....	17,646	26,000	9,795

Provisions have been quiet, and prices have been on a downward course during the greater part of the week. There appears to be an absence of speculative interest throughout the Western markets. To-day pork was a trifle steadier, and a more liberal business was done in mess on the spot at \$15@15 25. November options were also sold at \$15; seller year at \$13@14. Lard was again a trifle easier at 8'65@8'70c. for prime Western on the spot; November options were sold at 8'50@8'55c.; December, 8'40@8'42½c.; seller year, 8'57½c.; January, 8'40@8'42½c.; seller six months, 8'37½c.; February, 8'42½c@8'45c.; March, 8'50c.; refined to the Continent sold at 8'35@8'90c. Bacon was firm and more active; large sales on the spot, to arrive and in the West, on the basis of 7'90c. for long and short clear here, prompt shipment; November 20 at 7c.; short clear, 8'25c.; and long clear, 8c. here. Cut meats, beef and beef hams were quiet. Cheese in some sale at 12¼@13c. for prime factory. Butter rules steady, though rather quiet. Tallow in demand at 6¼@6½c. for prime.

Rio coffee has been dull and weak, and fair cargoes close at a decline to 13½@13¾c.; mild grades have been dull and nominally unchanged. Molasses has been dull and without quotable change. Rice has sold fairly at steady and unchanged quotations. Raw sugar has been firmer of late, with an improved demand; prices close without quotable change; fair to good refining still ruling at 7¼@7½c. Refined has declined, and has latterly not sold very freely. Crushed closed at 9½c., powdered at 9½@9¾c. and granulated at 9¾c.

In naval stores very little of moment has occurred, with the exception of to-day, when spirits turpentine—under higher advices from the South—advanced to 45½@46c.; strained to good strained rosins, \$1 80@1 85. Petroleum has remained at a standstill, with little encouragement in the foreign advices to lead shippers to operate; refined in bbls. 12c. Crude petroleum certificates closed at 9½c. All metals have remained quiet, but values are generally well sustained. Ingot copper closed steady at 18½c. for Lake.

Ocean freights have been moderately active, and rates during the past few days have slightly improved. The engagements to-day were: Grain to Liverpool, by steam, 7d.; bacon, 32s. 6d.; cheese, 45s.; cotton, 5-16@11-32d.; grain to London, by steam, quoted 8d.; flour, by sail, taken at 2s. 6d.; grain to Glasgow, by steam, 6¼d.; flour, 3s.; grain to Hull, by steam, 9d.; do. to Bristol, by steam, 8½d.; do. to Cork, for orders, 5s.@5s. 6d. per quarter, as to capacity of vessel; do. to Lubeck, 6s. 4½d.; do. to Lisbon, 14½c. per bushel. Refined petroleum to east coast of Ireland, 4s.; residuum to Liverpool, 3s. 3d.; crude petroleum to Seville, 4s. 3d. per bbl. and 22c. per case.

Kentucky tobacco has been very dull, and sales for the week are only 150 hds., at nominal prices. Seed leaf has also been rather quiet, the sales of the week amounting to only 1,015 cases, as follows: 650 cases 1879 crop, Pennsylvania, 10@21c.; 100 cases 1879 crop, New England, 12@35c.; 105 cases 1879 crop, State, 12½c., and 160 cases 1878 crop, Ohio, 6@12c. There has been a movement of some importance in Spanish tobacco; the sales embrace 688 bales of the 1877 crop, at 15c. in bond, and 800 bales 1879 crop, at 85c.@\$1 25 duty paid.

COTTON.

FRIDAY, P. M., November 5, 1880.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Nov. 5), the total receipts have reached 251,768 bales, against 250,830 bales last week, 236,341 bales the previous week and 210,367 bales three weeks since; making the total receipts since the 1st of September, 1880, 1,642,064 bales, against 1,447,222 bales for the same period of 1879, showing an increase since September 1, 1880, of 194,842 bales. The details of the receipts for each day of this week (as per telegraph) are as follows:

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
New Orleans	11,840	7,786	12,501	5,702	16,474	11,743	66,046
Mobile	4,028	3,553	3,829	3,353	2,327	2,145	19,353
Charleston	5,174	5,925	4,617	2,480	4,486	7,368	30,050
Port Royal, &c.						1,159	1,159
Savannah	5,989	11,144	6,030	7,701	6,680	6,723	44,167
Brunswick, &c.						92	92
Galveston	3,987	8,506	1,426	6,262	3,928	4,562	28,671
Indianola, &c.						675	675
Tennessee, &c.	684	2,460	769	574	1,297	124	5,908
Florida						529	529
Wilmington	1,638	1,038	1,501	742	1,456	1,061	7,439
Moreh'd City, &c.						1,712	1,712
Norfolk	6,260	6,102	6,221	5,724	4,007	5,935	31,299
City Point, &c.						11,436	11,436
Totals this week	39,500	46,514	36,897	32,538	40,655	55,664	251,768

For comparison, we continue our usual table showing this week's total receipts and the totals for the corresponding weeks of the four previous years:

Receipts this wk at—	1880.	1879.	1878.	1877.	1876.
New Orleans	66,046	58,430	27,755	53,794	50,448
Mobile	19,353	16,006	11,069	17,888	23,527
Charleston	30,050	23,393	28,717	30,974	26,244
Port Royal, &c.	1,159	545	193	129	2,296
Savannah	44,167	42,829	30,225	31,727	27,571
Galveston	28,671	26,507	26,022	15,923	25,436
Indianola, &c.	675	386	627	272	1,509
Tennessee, &c.	6,000	11,233	15,459	4,426	11,579
Florida	529	595	3,186	199	1,170
North Carolina	9,151	5,025	9,982	10,338	6,378
Norfolk	31,299	29,915	19,877	27,502	33,769
City Point, &c.	11,486	8,218	9,762	5,601	1,892
Total this week	251,768	225,087	182,874	198,776	211,810
Total since Sept. 1.	1,642,064	1,447,222	1,188,229	931,150	1,220,797

The exports for the week ending this evening reach a total of 150,822 bales, of which 78,776 were to Great Britain, 33,718 to France and 38,328 to rest of the Continent, while the stocks as made up this evening are now 702,166 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season.

Week ending	EXPORTED TO—			Total this Week.	Same Week 1879.	1880.	1879.	STOCK.
Nov. 5.	Great Britain.	France.	Continent.					
N. Orleans	23,668	23,662	12,561	59,891	46,529	182,975	200,910	
Mobile	3,623			3,623	4,617	26,559	28,493	
Charl't'n	5,185	5,256	9,879	20,320	4,985	112,893	64,700	
Savannah	15,104	1,368	6,275	22,747	25,291	127,736	103,347	
Galv't'n		1,774	4,542	6,316	8,587	65,314	84,068	
N. York	7,337	1,658	2,914	11,909	12,779	83,038	33,411	
Norfolk	12,573			12,573	15,824	51,161	41,152	
Other*	11,286		2,157	13,443	10,482	52,500	30,000	
Tot. this week.	78,776	33,718	38,328	150,822	129,097	702,166	595,993	
Tot. since Sept. 1.	571,065	132,880	150,469	854,414	719,866			

* The exports this week under the head of "other ports" include, from Baltimore, 2,300 bales to Liverpool and 2,157 bales to the Continent; from Boston, 1,949 bales to Liverpool; from Philadelphia, 2,000 bales to Liverpool; from Wilmington, 5,037 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 21,725 bales, while the stocks to-night are 116,173 bales more than they were at this time a year ago.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

On Shipboard, not cleared—for						Leaving Stock
Nov. 5, at—	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	42,531	14,081	14,913	792	72,317	110,658
Mobile	4,500	1,400	None.	None.	5,900	20,659
Charleston	9,032	1,400	2,223	2,600	15,260	97,623
Savannah	5,200	None.	20,000	3,500	28,700	99,036
Galveston	20,444	1,421	3,423	1,950	27,468	37,846
New York	5,500	None.	950	None.	7,650	75,388
Other ports	15,000	None.	1,000	5,000	21,000	82,681
Total	102,407	18,302	42,514	13,872	178,295	523,971

* Included in this amount there are 1,200 bales at presses for foreign ports the date of which we cannot learn.

The following is our usual table showing the movements of cotton at all the ports from Sept. 1 to Oct. 29, the latest mail date:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Stock.
	1880.	1879.	Great Britain.	France.	Other Foreign.	Total.	
N. Orleans	260,736	278,729	106,614	63,755	24,237	194,606	165,397
Mobile	82,116	92,720	4,025	....	1,063	5,088	22,963
Charl't'n	242,116	168,108	56,053	12,295	22,756	91,101	111,378
Sav'h..	303,736	247,414	79,379	4,440	24,815	112,634	124,377
Galv't..	157,984	156,434	39,783	7,831	11,808	59,422	45,697
N. York	9,462	19,419	87,530	9,397	15,937	112,884	71,566
Florida	3,614	3,404	....	....	....	....	....
N. Car.	46,894	39,459	7,257	1,444	2,922	11,523	18,295
Norfolk	243,391	177,165	63,878	....	....	63,878	49,124
Other..	40,241	39,233	47,770	....	4,633	52,453	28,500
Thiayr.	1390,296	.....	492,239	99,162	112,111	703,592	637,293
Last year.....	1222,135	414,669	41,236	101,814	590,769	528,941	

* Under the head of Charleston is included Port Royal, &c.; under the head of Galveston is included Indianola, &c.; under the head of N. York is included City Point, &c.

The cotton market has been dull and prices drooping. The election holiday, and excitement incident thereto, together with the absence of any active influences, prevented any business of importance, or any wide fluctuations in prices. There was, early in the week, some demand to cover contracts, stimulated by rainy weather at the South and the natural disposition to close accounts previous to a holiday; but on Wednesday and Thursday, the better weather and some disposition to increase crop estimates caused a decline in the more distant months. There has been a narrowing of the range between "spots" and "short notices," the former declining to 11c. and the latter advancing to 10-80c., the difference being reduced from 56 to 20 points. To-day, the opening was weak, under dull foreign advices; but the smaller receipts at interior towns (as reported for the week) caused a slight advance at the close. Cotton on the spot was dull, and quotations were on Wednesday reduced 1-16c. Yesterday, at the decline, there was more doing for export. To-day the market was quiet.

The total sales for forward delivery for the week are 302,200 bales, including — free on board. For immediate delivery the total sales foot up this week 6,423 bales, including 4,031 for export, 2,308 for consumption, 84 for speculation, and — in transit. Of the above, 720 bales were to arrive. The following are the official quotations and sales for each day of the past week:

Oct. 30 to Nov. 5.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. #2	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Strict Ord.	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Good Ord.	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Str. G'd Ord.	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Low Midd'g	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Str. L'w Mid	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Good Mid.	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Str. G'd Mid	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Midd'g Fair	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Fair	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Wed. Th. Fri. Wed. Th. Fri. Wed. Th. Fri.									
Ordin'y. #2	8	8	8	8	8	8	8	8	8
Strict Ord.	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Good Ord.	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Str. G'd Ord.	10	10	10	10	10	10	10	10	10
Low Midd'g	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Str. L'w Mid	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling	11	11	11	11	11	11	11	11	11
Good Mid.	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Str. G'd Mid	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Midd'g Fair	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Fair	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
STAINED.									
Good Ordinary	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Good Ordinary	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Low Middling	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Middling	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8

MARKET AND SALES.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul'n	Trans- it.	Total.	Sales.	Deliv- eries.
Sat.	Quiet.	100	318	34	452	32,000	200
Mon.	Steady.	1,200	453	50	1,703	62,100	....
Tues.	.....	.....	.....	Hell day.	.....	.....	.....
Wed.	Quiet at 12 dec.	1,008	358	.....	1,366	67,700	300
Thurs.	Quiet and steady.	1,225	661	.....	1,886	77,200	300
Fri.	Quiet.	500	518	.....	1,018	63,200	300
Total	.....	4,031	2,308	84	6,423	302,200	1,100

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market Prices and Futures.	Tone of the—	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
		November.	December.	January.	February.	March.	April.	May.	June.	July.	Total Sales and Receipts.		
Saturday, Oct. 30— Sales, total. Prices paid (range). Closing, bid and asked.	Firmer.	2,200 10-80@10-84	4,600 10-80@10-83	12,300 10-92@10-95	5,500 11-06@11-09	3,600 11-21@11-24	1,000 11-36@11-39	1,800 11-50@11-53	500 11-64@11-66	500 11-71@	32,000	32,000	32,000
Monday, Nov. 1— Sales, total. Prices paid (range). Closing, bid and asked.	Firmer.	3,300 10-85@10-86	11,500 10-83@10-84	22,300 10-96@10-99	12,300 11-09@11-13	7,700 11-24@11-25	3,600 11-38@11-39	1,300 11-54@11-55	100 @11-67	@	62,100	62,100	62,100
Tuesday, Nov. 2— Sales, total. Prices paid (range). Closing, bid and asked.	Easy.	3,300 10-85@10-86	11,500 10-83@10-84	22,300 10-96@10-99	12,300 11-09@11-13	7,700 11-24@11-25	3,600 11-38@11-39	1,300 11-54@11-55	100 @11-67	@	62,100	62,100	62,100
Wednesday, Nov. 3— Sales, total. Prices paid (range). Closing, bid and asked.	Lower.	1,700 10-80@10-84	17,400 10-76@10-81	23,000 10-97@10-94	10,500 11-01@11-07	7,900 11-16@11-23	4,600 11-30@11-35	600 11-47@11-49	1,000 11-55@11-61	700 @11-64	67,700	67,700	67,700
Thursday, Nov. 4— Sales, total. Prices paid (range). Closing, bid and asked.	Easy.	2,700 10-82@10-83	16,000 10-77@10-81	18,400 10-86@10-89	15,000 11-00@11-04	9,900 11-14@11-17	6,600 11-29@11-32	5,200 11-42@11-44	2,800 11-53@11-56	600 11-64@	77,200	77,200	77,200
Friday, Nov. 5— Sales, total. Prices paid (range). Closing, bid and asked.	Quiet.	4,600 10-80@10-85	13,100 10-76@10-84	22,600 10-88@10-93	9,300 11-09@11-13	6,400 11-27@11-29	3,700 11-37@11-38	2,100 11-46@11-47	1,400 11-53@11-60	@	63,200	63,200	63,200
Total sales this week.		14,500	62,600	92,600	52,000	38,500	19,500	11,000	5,800	1,800	302,200	302,200	302,200
Sales since Sept. 1, 1880.		663,300	1,020,800	1,125,900	293,200	241,900	114,400	42,400	50,500	1,800	5,091,700	5,091,700	5,091,700

Includes for August, 1581,500 at 11:50; also sales in September 1880, for September, 621,400; Sept.-Oct. for Oct., 946,500. Transferable Orders—Saturday, 10:85; Monday, 10:90; Tuesday, 10:85; Wednesday, 10:85; Thursday, 10:85; Friday, 10:85. Short notices for November—Thursday, 10:81@10:80.

The following exchanges have been made during the week.
 12 pd. to exch. 500 Nov. for Jan. 15 pd. to exch. 200 Feb. for Mar.
 26 pd. to exch. 900 Nov. for Feb. 37 pd. to exch. 1,000 Dec. for Mar.
 41 pd. to exch. 200 Nov. for Mar. 14 pd. to exch. 600 Feb. for Mar.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Nov. 5), we add the item of exports from the United States, including in it the exports of Friday only.

	1880.	1879.	1878.	1877.
Stock at Liverpool.....bales.	407,000	296,000	237,000	395,000
Stock at London.....	42,200	52,831	33,750	22,500
Total Great Britain stock	449,200	348,831	320,750	420,500
Stock at Havre.....	58,200	82,020	115,500	153,250
Stock at Marseilles.....	7,610	438	1,750	7,000
Stock at Barcelona.....	32,900	3,873	7,000	41,000
Stock at Hamburg.....	3,700	1,500	3,500	9,000
Stock at Bremen.....bales	24,500	19,900	23,000	42,500
Stock at Amsterdam.....	10,400	17,350	32,350	39,750

	1880.	1879.	1878.	1877.
Stock at Rotterdam.....	1,570	3,760	6,750	9,000
Stock at Antwerp.....	981	2,750	5,000	5,000
Stock at other continental ports.	12,500	5,091	7,750	9,250
Total continental ports....	152,291	133,880	200,500	306,750
Total European stocks....	601,491	482,711	521,250	727,250
India cotton afloat for Europe.	60,000	81,912	104,000	35,000
American cotton afloat for Europe	419,000	376,827	327,000	223,000
Egypt, Brazil, &c., afloat for Europe	29,000	44,285	27,000	42,000
Stock in United States ports....	702,166	585,993	483,073	519,188
Stock in U. S. interior ports....	115,863	43,526	81,059	73,017
United States exports to-day..	14,000	50,000	14,000	6,000

Total visible supply.....1,971,520 1,665,254 1,537,382 1,625,435

Of the above, the totals of American and other descriptions are as follows:

American—	1880.	1879.	1878.	1877.
Liverpool stock.....	278,000	166,000	144,000	174,000
Continental stocks.....	69,000	46,000	132,000	214,000
American afloat for Europe....	419,000	376,827	327,000	223,000
United States stock.....	702,166	585,993	483,073	519,188
United States interior stocks..	115,863	43,526	81,059	73,017
United States exports to-day..	14,000	50,000	14,000	6,000

Total American.....1,625,029 1,268,346 1,201,132 1,209,205

East Indian, Brazil, &c.—	1880.	1879.	1878.	1877.
Liverpool stock.....	129,000	130,000	113,000	224,000
London stock.....	42,200	52,831	33,750	22,500
Continental stocks.....	83,291	87,880	48,500	92,750
India afloat for Europe.....	60,000	81,912	104,000	35,000
Egypt, Brazil, &c., afloat.....	29,000	44,285	27,000	42,000

Total East India, &c.....343,491 396,908 356,250 416,250

Total American.....1,625,029 1,268,346 1,201,132 1,209,205

Total visible supply.....1,971,520 1,665,254 1,537,382 1,625,435

Price Mid. UpL., Liverpool.....6 3/4 L. 6 3/4 L. 5 11/16 L. 6 1/8 L.
 The above figures indicate an increase in the cotton in sight to-night of 306,266 bales as compared with the same date of 1879, an increase of 414,138 bales as compared with the corresponding date of 1878, and an increase of 343,065 bales as compared with 1877.

In the preceding visible supply table we have heretofore only included the interior stocks at the seven original interior towns. As we did not have the record of the new interior towns for the four years, we could not make a comparison in any other way. That difficulty no longer exists, and we therefore make the following comparison, which includes the stocks at the nineteen towns given weekly in our table of interior stocks instead of only the old seven towns. We shall continue this double statement for a time, but finally shall simply substitute the nineteen towns for the seven towns in the preceding table.

American—	1880.	1879.	1878.	1877.
Liverpool stock.....bales	278,000	166,000	144,000	174,000
Continental stocks.....	69,000	46,000	132,000	214,000
American afloat for Europe....	419,000	376,827	327,000	223,000
United States stock.....	702,166	585,993	483,073	519,188
United States interior stocks..	204,759	132,905	149,498	126,620
United States exports to-day..	14,000	50,000	14,000	6,000

Total American.....1,716,925 1,338,725 1,263,571 1,262,803

East Indian, Brazil, &c.—	1880.	1879.	1878.	1877.
Liverpool stock.....	129,000	130,000	113,000	224,000
London stock.....	42,200	52,831	33,750	22,500
Continental stocks.....	83,291	87,880	48,500	92,750
India afloat for Europe.....	60,000	81,912	104,000	35,000
Egypt, Brazil, &c., afloat.....	29,000	44,285	27,000	42,000

Total East India, &c.....343,491 396,908 356,250 416,250

Total American.....1,716,925 1,338,725 1,263,571 1,262,803

Total visible supply.....2,060,416 1,755,633 1,625,821 1,679,058

These figures indicate an increase in the cotton in sight to-night of 304,783 bales as compared with the same date of 1879, an increase of 434,595 bales as compared with the corresponding date of 1878, and an increase of 381,358 bales as compared with 1877.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1879—is set out in detail in the following statement.

	Week ending Nov. 5, '80.			Week ending Nov. 7, '79.		
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga.....	11,337	7,052	17,412	10,320	9,926	5,131
Columbus, Ga.....	5,570	3,782	13,886	3,681	1,979	7,494
Macon, Ga.....	3,985	3,097	7,937	2,191	2,634	3,127
Montgomery, Ala	4,432	4,408	11,440	5,783	6,513	6,371
Selma, Ala.....	5,036	4,469	7,567	4,975	4,868	9,018
Memphis, Tenn..	21,364	14,825	47,958	1,200	1,200	4,500
Nashville, Tenn..	4,364	1,341	9,663	4,758	3,592	7,855
Total, old ports.	56,088	39,974	115,963	32,928	30,732	43,526
Dallas, Texas....	2,353	2,539	3,097	2,236	2,443	2,316
Jefferson, Tex....	4,010	2,740	2,800	700	700	200
Shreveport, La....	2,605	1,520	7,911	3,576	2,850	6,321
Vicksburg, Miss..	4,702	3,785	5,501	7,349	6,908	3,770
Columbus, Miss..	1,022	607	2,287	1,733	1,106	2,146
Eufaula, Ala.....	2,135	1,765	3,227	2,083	1,478	2,445
Griffin, Ga.....	2,314	2,444	3,045	2,060	1,476	1,809
Atlanta, Ga.....	6,074	5,410	16,010	7,838	4,060	10,656
Bome, Ga.....	5,299	5,558	11,723	4,500	4,388	3,500
Charlotte, N. C..	1,301	1,423	410	1,859	1,815	252
St. Louis, Mo....	15,247	11,435	27,312	24,843	18,579	50,103
Cincinnati, O....	9,984	9,821	5,573	10,417	7,417	6,856
Total, new ports	57,076	49,107	88,896	69,194	53,220	90,379
Total, all.....	113,164	89,081	204,759	102,122	83,952	133,905

The above totals show that the old interior stocks have increased during the week 17,114 bales, and are to-night 72,337 bales more than at the same period last year. The receipts at the same towns have been 23,160 bales more than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are some-

times misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stock at Interior Ports			Rec'ts from Plant'ns.		
	1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.
Aug. 20.....	5,699	4,843	8,396	5,999	7,463	29,864	5,469	829	2,787
" 27.....	15,784	4,875	21,123	6,593	7,301	27,782	16,378	4,713	19,021
Sept. 3.....	20,750	13,920	42,082	9,979	9,598	21,770	30,198	16,217	36,000
" 10.....	47,431	30,054	61,117	18,971	14,563	25,550	56,423	35,019	64,897
" 17.....	74,355	76,953	102,605	26,377	23,966	38,004	81,761	86,286	115,239
" 24.....	98,863	127,729	136,413	37,672	40,774	61,009	110,358	144,607	159,323
Oct. 1.....	130,960	162,303	172,221	47,208	52,307	78,735	140,326	173,736	189,947
" 8.....	148,158	169,408	169,094	59,223	68,913	103,086	160,773	166,114	223,445
" 15.....	160,238	181,714	210,367	79,597	81,227	121,895	180,007	194,028	229,176
" 22.....	162,236	214,461	236,341	97,887	95,968	152,765	180,526	220,227	267,211
" 29.....	157,280	245,613	254,830	115,084	115,735	179,676	174,427	265,855	281,741
Nov. 5.....	182,874	225,057	251,768	149,498	138,905	204,759	217,838	243,257	276,851

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1880 were 1,825,880 bales; in 1879 were 1,573,826 bales; in 1878 were 1,332,075 bales.

2. That the receipts at the out-ports the past week were 251,768 bales, and the actual movement from plantations 276,851 bales, the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 243,257 bales and for 1878 they were 217,338 bales.

WEATHER REPORTS BY TELEGRAPH.—Considerable rain has fallen in many sections the past week, and this, together with the election excitement, has materially interfered with picking.

Galveston, Texas.—We have had showers on two days the past week, the rainfall reaching fifty-one hundredths of an inch. Picking has been interfered with by the election excitement, but is beginning again. There is a glut of cotton freights at interior depots. Average thermometer 67, highest 79 and lowest 52. The rainfall for October is two inches and twenty hundredths.

Indianola, Texas.—There have been hard showers at this point on three days, the rainfall reaching one inch and twenty-four hundredths. The thermometer has ranged from 46 to 82, averaging 64. Picking has been interfered with by the election and by the rain, but is now resumed. Rainfall for October three and forty-two hundredths inches.

Corsicana, Texas.—There has been no rainfall at this point during the week. Picking resumed and crop developing promisingly. From insufficient railroad transportation facilities, cotton is accumulating at the depots. The thermometer has ranged from 41 to 71, averaging 56. The rainfall for the month of October is one inch and forty-six hundredths.

Dallas, Texas.—There has been no rainfall during the past week, and picking has been again started. There was a frost along the Red River on one night, but not a killing frost. The thermometer has averaged 56, the highest being 71 and the lowest 41. During the month of October the rainfall reached two inches and five hundredths.

Brenham, Texas.—There has been no rainfall here during the past week, but picking has been interfered with by the election excitement. About one-half of the crop in this section has been picked to date. The thermometer has ranged from 45 to 74, averaging 60. The rainfall for the month of October is one inch.

Waco, Texas.—There has been no rainfall the past week. Picking, after being interrupted by the election, has started afresh, but there is a lack of railroad transportation facilities. No frost yet. Average thermometer 58, highest 72 and lowest 43. Rainfall for October one inch.

New Orleans, Louisiana.—Rain has fallen during the past week on three days, the rainfall reaching seventy-two hundredths of an inch. The thermometer has averaged 66. The rainfall for the month of October is one inch and eighty-eight hundredths.

Shreveport, Louisiana.—The weather during the week has been cloudy and rainy, and roads are in poor condition, retarding receipts. The thermometer has averaged 62, the highest being 77 and the lowest 48. The rainfall has reached forty-five hundredths of an inch.

Vicksburg, Mississippi.—It has rained during the past week on six days. We are having too much rain for picking purposes.

Columbus, Mississippi.—It has rained on four days the past week—one day very heavily—the rainfall aggregating one inch and nine hundredths, compelling a complete suspension of picking. The thermometer has ranged from 56 to 65, averaging 60. We have had one killing frost. Rainfall for October was four inches and fifty-one hundredths.

Little Rock, Arkansas.—Sunday last was fair, and Monday clear with a heavy frost. The balance of the week has been cloudy, with rain on four days, and it is raining hard now. The

thermometer has ranged from 31 to 67, averaging 50, and the rainfall has reached thirty-one hundredths of an inch. During October the thermometer averaged 60, and ranged from 35 to 81; and the rainfall reached two inches and twenty-four hundredths, with rain on eleven days. The bad weather is destroying much open cotton.

Nashville, Tennessee.—We have had rain on four days the past week, to a depth of three and forty-seven hundredths inches. The thermometer has ranged from 33 to 71, averaging 54.

Memphis, Tennessee.—It has rained on five days during the week, the rainfall reaching one inch and ninety-five hundredths, and it is now raining. There has been but little picking done. Cotton is suffering seriously with the rot, and much additional damage has been done by the rain. About one-half of our crop has now been picked. The thermometer has ranged from 36 to 73 during the week, averaging 55.

Mobile, Alabama.—It has rained on six days the past week, the rainfall reaching three inches and eleven hundredths, and crop accounts are consequently less favorable. The thermometer has ranged from 52 to 72, averaging 61. The rainfall for October is nine inches and forty hundredths.

Montgomery, Alabama.—We have had rain on four days, the rainfall reaching one inch and seventy-seven hundredths, and the rest of the week has been cloudy. Average thermometer 60, highest 72 and lowest 42. The rainfall for the month of October is two inches and sixty-six hundredths.

Selma, Alabama.—It has rained on one day, but the rest of the week has been pleasant. Planters are sending cotton to market freely.

Madison, Florida.—The earlier part of the past week the weather was clear and pleasant; but we have had rain on two days the latter portion. The thermometer has ranged from 59 to 83, averaging 71. Picking has been interfered with by the election excitement.

Macon, Georgia.—Telegram not received.

Columbus, Georgia.—It has rained on one day the past week, the rainfall reaching one inch and fifty-five hundredths. The thermometer has averaged 61. The rainfall for October is three and eighty hundredths inches.

Savannah, Georgia.—It has rained here on five days, and the balance of the week has been cloudy. The thermometer has averaged 63, the highest being 79 and the lowest 48, and the rainfall has reached one inch and three hundredths.

Augusta, Georgia.—The earlier part of the past week was clear and pleasant, but the last four days have been showery, the rainfall reaching one inch and forty-nine hundredths. Picking is progressing finely, and planters are sending cotton to market freely. The thermometer has ranged from 39 to 71, averaging 59. The rainfall for October is two inches and three hundredths.

Charleston, South Carolina.—Rain has fallen during the past week on four days, to a depth of three and thirty-eight hundredths inches. Average thermometer 63, highest 75 and lowest 49.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock November 4, 1880, and November 6, 1879.

	Nov. 4, '80.	Nov. 6, '79.
	Feet. Inch.	Feet. Inch.
New Orleans.....	Below high-water mark...	13 9
Memphis.....	Above low-water mark...	5 1
Nashville.....	Above low-water mark...	6 5
Shreveport.....	Above low-water mark...	5 8
Vicksburg.....	Above low-water mark...	Missing.

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

OVERLAND FOR OCTOBER AND THE GOODS MARKET.—In our editorial columns will be found to-day our statement of the overland movement, &c., for October, together with a review of the goods trade, and the relative condition of the prices of goods and cotton during the month.

SAVANNAH RECEIPTS LAST WEEK.—We have this week received the following letter from Mr. Bryan, Superintendent of the Savannah Cotton Exchange. Of course the correction of this error makes last week's total receipts 4,000 bales less than reported. That is to say, the total receipts for the week were 250,830 instead of 254,830, as printed.

DEAR SIR: I telegraphed you yesterday net, 44,877; stock, 128,377. Circumstances have since transpired which render a correction in each item necessary. Make net, 40,877; stock, 124,377. The figures telegraphed you were also telegraphed to others, and we are only able to-day to make the correction, as the Central Railroad (our principal source of supply) inform us that instead of receiving 9,154 yesterday (as reported) they only received 5,154. Other items of telegram are correct.

Yours truly,

E. F. BRYAN.

GUNNY BAGS, BAGGING, &c.—Bagging has shown no change, and the demand has not increased. There is a moderate inquiry for small parcels, and in the aggregate a fair quantity of goods are reported as being disposed of; but large lots cannot be placed except at a low price. The market is steady as to price, and holders are quoting 10c. for 1½ lbs., 11c. for 2 lbs. and 11½@12c. for standard grades. Butts have not been much inquired for, but there is a steady feeling in the market, and quotations are 2½@3c., as to quality. The transactions for the past month here and in Boston aggregate 20,000 bales, part spot and part to arrive, all grades at 2½@3c. The stock in all hands at the present time is 57,000 bales, while on the way the supply is estimated at 86,852 bales.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since Sept. 1 has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1880.	1879.	1878.	1877.	1876.	1875.
Sep't/mbr	458,478	333,643	288,848	95,272	236,868	169,077
October..	968,312	888,492	689,264	583,687	675,260	610,316
Total year	1,426,796	1,222,135	978,112	678,959	912,128	779,393
Per cent of tot. port receipts Oct. 31...	24.43	21.99	15.62	22.59	18.59	

This statement shows that up to Oct. 31 the receipts at the ports this year were 204,661 bales more than in 1879 and 448,684 bales more than at the same time in 1878. By adding to the above totals to Oct. 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1880.	1879.	1878.	1877.	1876.	1875.
Tot. Sep 30	458,478	333,643	288,848	95,272	236,868	169,077
Oct. 1....	35,186	20,785	23,599	13,941	8.	14,531
" 2....	31,901	21,495	23,292	9,741	30,714	12,096
" 3....	8.	35,016	17,537	12,179	15,621	8.
" 4....	39,051	25,784	24,181	10,720	19,554	19,503
" 5....	33,555	8.	22,862	12,903	19,197	20,116
" 6....	25,374	37,355	8.	10,210	22,115	15,078
" 7....	25,164	25,809	23,800	8.	19,247	16,384
" 8....	44,049	21,335	24,369	18,609	8.	19,445
" 9....	30,586	23,504	24,966	21,523	32,049	17,384
" 10....	8.	35,621	22,539	19,304	24,533	8.
" 11....	33,937	21,819	27,622	18,399	20,722	32,312
" 12....	37,697	8.	25,343	21,302	18,950	21,822
" 13....	34,515	41,177	8.	14,875	20,348	20,576
" 14....	33,776	27,876	26,402	8.	19,812	20,518
" 15....	39,856	26,622	29,014	35,142	8.	25,171
" 16....	44,637	23,825	27,764	21,081	33,513	19,629
" 17....	8.	40,395	20,549	20,815	21,034	8.
" 18....	33,729	34,763	31,161	21,359	27,321	29,758
" 19....	37,058	8.	22,510	23,632	24,796	25,981
" 20....	35,650	43,101	8.	21,673	21,843	23,403
" 21....	31,901	32,554	34,634	8.	26,617	22,054
" 22....	48,363	25,507	22,873	30,656	8.	27,823
" 23....	35,713	35,566	23,157	27,174	38,824	20,782
" 24....	8.	42,970	25,275	26,606	25,323	8.
" 25....	50,187	26,434	33,787	22,098	23,574	43,015
" 26....	35,115	8.	22,759	29,489	29,176	20,784
" 27....	35,110	50,407	8.	27,118	28,764	21,477
" 28....	33,513	41,656	32,576	8.	28,715	27,845
" 29....	61,192	27,552	24,036	34,194	8.	21,746
" 30....	36,500	39,450	21,942	31,020	44,561	20,415
" 31....	8.	60,114	27,824	27,924	32,532	18,611
Tot. Oct. 31	1,426,796	1,222,135	978,112	678,959	912,128	779,393
Nov. 1....	46,514	39,704	27,243	31,773	28,119	18,611
" 2....	37,897	8.	21,815	29,165	33,041	30,115
" 3....	33,538	46,140	8.	33,775	32,587	33,481
" 4....	41,655	38,310	30,964	8.	26,392	22,674
" 5....	55,661	30,902	27,896	44,314	8.	29,528
Total.....	1,642,064	1,368,191	1,086,063	1,034,267	1,034,267	913,802
Percentage of total port receipts Nov. 5.	27.35	21.42	25.61	25.61	21.80	

This statement shows that the receipts since Sept. 1 up to to-night are now 273,873 bales more than they were to the same day of the month in 1879 and 556,001 bales more than they were to the same day of the month in 1878. We add to the last table the percentages of total port receipts which had been received to November 5 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Nov. 4.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1880.....	3,000	3,000	360,000	503,000	863,000	4,000	1,106,000	
1879.....	3,000	3,000	232,000	357,000	609,000	4,000	832,000	
1878.....	2,000	1,000	319,000	394,000	713,000	4,000	878,000	
1877.....			379,000	416,000	795,000	5,000	1,041,000	

According to the foregoing, the Bombay weekly receipts and shipments appear to be the same as last year, and the shipments since January 1 show an increase of 254,000 bales. The

movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1880.....				207,000	82,000	289,000
1879.....	1,000		1,000	207,000	108,000	315,000
1878.....	4,000		4,000	137,000	69,000	206,000
1877.....				79,000	51,000	130,000

The above totals for this week show that the movement from the ports other than Bombay is 1,000 bales less than same week of last year. For the whole of India, therefore, the total shipments this week and since January 1, 1880, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1880.		1879.		1878.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	3,000	863,000	3,000	609,000	3,000	713,000
All other p'ts.		289,000	1,000	315,000	4,000	206,000
Total.....	3,000	1,152,000	4,000	924,000	7,000	919,000

This last statement affords a very interesting comparison of the total movement for the week ending Nov. 4, and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Nov. 4.	1880.		1879.		1878.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)—						
This week....	160,000		200,000		90,000	
Since Sept. 1	445,500		940,000		380,000	
Exports (bales)—						
To Liverpool.....	8,000	28,000	18,000	59,606	6,000	23,500
To Continent.....	1,372	4,982	7,491	18,425	2,000	8,500
Total Europe.....	9,372	32,982	25,491	78,031	8,000	37,000

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Nov. 4 were 160,000 cantars and the shipments to all Europe were 9,372 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that prices for twists are about 1/4d. lower, while shirtings remain unchanged; but that the market is inactive. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1880.						1879.					
	32s Cop.	34s Cop.	36s Cop.	38s Cop.	40s Cop.	42s Cop.	32s Cop.	34s Cop.	36s Cop.	38s Cop.	40s Cop.	42s Cop.
Sep. 3	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.
" 10	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4
" 17	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4
" 24	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4
Oct. 1	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4
" 8	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4
" 15	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4
" 22	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4
" 29	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4
Nov. 5	9 1/2 @ 9 3/4	6 9 @ 7 9	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	7 1/2 @ 8 1/4	8 1/2 @ 9 1/4	9 1/2 @ 10 1/4	10 1/2 @ 11 1/4	11 1/2 @ 12 1/4	12 1/2 @ 13 1/4

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 11,909 bales, against 11,397 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1880, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1880.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	Oct. 13.	Oct. 20.	Oct. 27.	Nov. 3.		
Liverpool.....	7,635	10,082	7,490	6,442	93,167	114,647
Other British ports.....			806	894	1,700	2,880
TOTAL TO GREAT BRITAIN	7,635	10,082	8,296	7,337	94,867	117,527
Havre.....	2,347	760	1,093	1,658	11,055	13,973
Other French ports.....						
TOTAL FRENCH.....	2,347	760	1,093	1,658	11,055	13,973
Bremen and Hanover....	3,293	729	202	1,458	9,908	10,092
Hamburg.....	899	1,649	1,221	1,156	7,186	3,718
Other ports.....	651		250	300	1,542	2,017
TOTAL TO NORTH. EUROPE	4,843	2,378	1,673	2,914	18,536	15,827
Spain, Op'to, Gibralt'r, &c			335		335	
All other.....						2,956
TOTAL SPAIN, &c.....			335		335	2,956
GRAND TOTAL.....	14,825	13,160	11,397	11,909	124,793	150,283

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1880.

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	2,431	23,816	.....	.....	.....	.....	.....	.....
Texas	2,794	33,423	.....	.....	.....	.....	.....	.....
Savannah	15,674	63,776	1,32	4,144	1,283	7,024	3,459	12,572
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	161	793	.....	.....	.....	.....	.....	.....
S. Carolina	4,783	36,066	.....	.....	.....	.....	816	5,333
N. Carolina	1,648	10,946	.....	.....	.....	.....	872	5,690
Virginia	13,157	76,592	1,662	7,625	.....	.....	4,360	28,431
North. pts.	.....	.....	1,979	5,802	22,707	.....	25	25
Tenn., &c.	7,111	16,573	1,356	8,045	961	6,499	.....	485
Foreign	107	844	.....	.....	.....	.....	.....	.....
This year.	47,802	264,814	10,341	42,521	2,244	13,523	9,532	52,756
Last year.	32,476	255,060	12,820	73,533	2,464	16,402	6,310	40,209

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 131,454 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

		Total bales.
NEW YORK —To Liverpool, per steamers Knight Commander, 668, ... Baltic, 1,128, ... City of Montreal, 1,378, ... City of Berlin, 620, ... Spain, 1,936, ... Scythia, 713, ... 6,413		
To Hull, per steamer Gaima, 894, ... 894		
To Havre, per steamer Amerique, 1,508, ... per bark Marco Polo, 150, ... 1,658		
To Bremen, per steamer Main, 508, ... Braunschweig, 950, ... 1,458		
To Hamburg, per steamers Suevia, 904, ... Wieland, 252, ... 1,156		
To Amsterdam, per steamer Stella, 300, ... 300		
NEW ORLEANS —To Liverpool, per steamers Flamsted, 5,897, ... Vindolana, 5,100, ... Lascelles, 5,066, ... Anthor, 3,200, ... 22,948		
Rubens, 3,685, ... 22,948		
To Havre, per steamers Sandal, 4,657, ... Beaconsfield, 4,994, ... Marlborough, 4,300, ... Ashfield, 4,321, ... 18,272		
To Bremen, per steamer Altmere, 3,408, ... 3,408		
To Lisbon, per ship Saranak, 300, ... 300		
To Genoa, per steamers Camellia, 2,016, ... Glenbervie, 4,424, ... 6,440		
MOBILE —To Bremen, per bark Oldamp, 1,063, ... 1,063		
CHARLESTON —To Liverpool, per steamers Boringuen, 2,327, ... Upland and 101 Sea Island, ... Morea, 3,844 Upland, ... 6,472		
To Havre, per bark All, 1,075 Upland, ... 1,075		
To Barcelona, per steamer Elvira, 2,000 Upland, ... per brig Nuevitas, 480 Upland, ... 2,480		
PORT ROYAL —To Bremen, per steamer Horden, 4,400 Upland, ... 4,400		
SAVANNAH —To Liverpool, per bark Hugh Cann, 3,709 Upland, ... 3,709		
To Bremen, per steamer Rochdale, 4,326 Upland, ... 4,326		
To Reval, per steamer Chiswick, 1,900 Upland, ... 1,900		
To Helsingfors, per steamer Chiswick, 1,800 Upland, ... 1,800		
To Barcelona, per bark Mercedes, 240 Upland, ... 240		
TEXAS —To Liverpool, per steamers Andean, 4,406, ... Tinsah, 3,755, ... Sandringham, 2,901, ... 11,062		
To Havre, per steamer Dalbeattie, 3,827, ... 3,827		
To Bremen, per steamer Whitburn, 3,553, ... 3,553		
WILMINGTON —To Liverpool, per bark Abraham Shalle, 1,387, ... per brig Mary Lester, 700, ... 2,087		
To Bremen, per brig Alkor, 995, ... 995		
NORFOLK —To Liverpool, per steamer Plantal, 5,540, ... per ship Regina, 4,425, ... per bark Arkosy, 3,774, ... 13,739		
BALTIMORE —To Liverpool, per steamers Guillermo, 1,531, ... St. Albans, 500, ... 2,031		
To Bremen, per steamer Leipzig, 2,157, ... 2,157		
BOSTON —To Liverpool, per steamer Atlas, 650, ... 650		
PHILADELPHIA —To Liverpool, per steamer Indiana, 611, ... 611		
Total	131,454	

The particulars of these shipments, arranged in our usual form, are as follows.

	Liver- pool.	Havre, burg.	Brem. and Hamb.	Reval and Helsing- fors.	Barce- lona.	Lis- bon.	Genoa.	Total.
New York	6,443	1,658	2,614	.....	.....	.....	.....	11,009
N. Orleans	22,948	18,272	3,408	.....	.....	300	6,440	51,368
Mobile.....	.....	.....	1,063	.....	.....	.....	.....	1,063
Charleston	6,472	1,075	.....	.....	2,480	.....	.....	10,027
Port Royal.....	.....	4,400	.....	.....	.....	.....	.....	4,400
Savannah	3,709	4,326	3,700	240	.....	.....	.....	11,475
Texas	11,062	3,827	3,553	.....	.....	.....	.....	18,442
Wilmington	2,087	.....	995	.....	.....	.....	.....	3,082
Norfolk	13,739	.....	.....	.....	.....	.....	.....	13,739
Baltimore	2,031	.....	2,157	.....	.....	.....	.....	4,188
Boston	650	.....	.....	.....	.....	.....	.....	650
Philadelp'a	611	.....	.....	.....	.....	.....	.....	611
Total	69,752	24,832	22,516	3,700	2,720	300	6,440	131,454

Included in the above totals are from New York 894 bales to Hull and 300 to Amsterdam.
Below we give all news received to date of disasters to vessels carrying cotton from United States ports, etc.:

BEDFORD, steamer (Br.), before reported on fire at Charleston, &c., has had all the oil freight taken out and the ship was hauled over to North Atlantic wharf to commence loading for Liverpool, she having been found after careful examination in good condition and amply able to cross the Atlantic with a cargo.

DALBEATTIE, steamer (Br.), for Havre with a cargo of 3,827 bales of cotton, had part of her cargo of cotton on deck set on fire by friction of blocks while completing her loading in the outer roads at Galveston. She was not damaged. About 70 bales were partly burned, thrown overboard and recovered, and the same quantity on deck was damaged by water.

HORDEN, steamer (Br.), from Port Royal for Bremen, put in at Venus Point, Oct. 31, with her cargo of cotton on fire. She was towed up to Savannah, Nov. 1, for survey.

IBERIAN, steamer (Br.), Parry, at Liverpool Oct. 30 from Boston, had her wheelhouse, skylight, boat and mainsail damaged and her cargo shifted.

ISAAC BELL, steamer.—The Baker Wrecking Co. has purchased from the Old Dominion Steamship Co. the wreck of the steamer Isaac Bell, and will commence work on her at once.

JOSEPHINE, steamer, Renaud, of the Morgan Line, left Indianola, Oct. 25, for Galveston, with a cargo of cotton, wool and pecans. About 7 P. M., while at sea, flames were discovered issuing from the forward hatchway. The fire pumps were turned on, and after some three feet of water had been pumped into the lower hold the fire was extinguished and the vessel arrived at Galveston on the 26th.

Some fifty bales of New Orleans cotton which were damaged by fire and water were landed, and twelve or fifteen bales of slightly damaged Galveston cotton were put out and the steamer proceeded on her way to New Orleans. The fire is thought to have been communicated to the cotton on the wharf at Indianola by a spark from a locomotive.

PEMBROKE, steamer (Br.), Jellard, from Boston for Liverpool put into Queenstown, Oct. 27, short of coal, and reports having experienced terrific easterly gales and head seas during the voyage with a succession of heavy seas.

POTOMAC, steamer (Br.), from Norfolk, Va., for Liverpool, before reported at Halifax, with shaft broken, &c., on Oct. 21 was taken in tow by bark Exile (of St. John, N. B.) On the 22d she was cast off, as the bark was unable to manage her and proceeded under one engine.

TIMSAH, steamer (Br.) from Galveston for Liverpool, with a cargo of 3,700 bales of cotton, took fire Oct. 26 when 200 miles south of Port Eads. The hatches were battened down and the steam jet was turned into the hold, and the vessel headed for Port Eads. She arrived there on the night of the 27th with the fire still smouldering. On breaking out cargo 200 bales were found to be damaged or destroyed. The steamer remained for repairs.

TRAVANCORE, steamer (Br.), before reported on fire at Charleston, &c., is almost without injury, and is now again loading for Liverpool. A portion of her cargo is in good condition.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool , steam d. 1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16	.....	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16
Do sail...d. 3/16 @ 7/32	3/16 @ 7/32	3/16 @ 7/32	.....	3/16 @ 7/32	3/16 @ 7/32	3/16 @ 7/32
Havre , steam....c. 5/8	5/8	5/8	.....	5/8	5/8	5/8
Do sail....c. 7/16	7/16	7/16	.....	7/16	7/16	7/16
Bremen , steam....c. 1/2 @ 9/16	1/2 @ 9/16	1/2 @ 9/16	.....	1/2 @ 9/16	1/2 @ 9/16	1/2 @ 9/16
Do sail....c. 9/16 @ 5/8	9/16 @ 5/8	9/16 @ 5/8	.....	9/16 @ 5/8	9/16 @ 5/8	9/16 @ 5/8
Hamburg , steam d. 5/8 @ 11/16	5/8 @ 11/16	5/8 @ 11/16	.....	5/8 @ 11/16	5/8 @ 11/16	5/8 @ 11/16
Do sail....d. 7/16 @ 1/2	7/16 @ 1/2	7/16 @ 1/2	.....	7/16 @ 1/2	7/16 @ 1/2	7/16 @ 1/2
Baltic , steam....d. 7/16 @ 1/2	7/16 @ 1/2	7/16 @ 1/2	.....	7/16 @ 1/2	7/16 @ 1/2	7/16 @ 1/2
Do sail....c. 7/16 @ 1/2	7/16 @ 1/2	7/16 @ 1/2	.....	7/16 @ 1/2	7/16 @ 1/2	7/16 @ 1/2

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	Oct. 15.	Oct. 22.	Oct. 29.	Nov. 5.
Sales of the week.....bales.	73,000	77,000	55,000	53,000
Sales American.....	54,000	56,000	40,000	38,500
Of which exporters took.....	7,000	4,700	7,200	7,700
Of which speculators took.....	1,530	3,400	3,300	2,900
Actual export.....	7,700	4,800	7,700	5,800
Forwarded.....	4,400	4,200	4,200	8,100
Total stock—Estimated.....	396,000	368,000	360,000	407,000
Of which American—Estim'd.....	244,000	226,000	228,000	278,000
Total import of the week.....	24,000	49,000	45,000	103,000
Of which American.....	33,500	33,500	43,500	93,000
Amount afloat.....	243,000	280,000	301,000	283,000
Of which American.....	204,000	223,000	268,000	251,000

The tone of the Liverpool market for spots and futures each day of the week ending Nov. 5, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Market. {	Very dull.	Shade easier.	Tending downw'd.	Tending downw'd.	Shade easier.	Easier.
12:30 P.M. {	6 1/2	6 1/16	6 5/8	6 5/8	6 5/8	6 1/2
Mid. Up'ds {	6 1/16	6 1/16	6 1/16	6 1/16	6 1/16	6 1/2
Mid. Or'n's {	.....	.....	.....	.....	.....	6 3/4
Market. {	.....	.....	.....	.....	.....	.....
5 P.M. {	.....	.....	.....	.....	.....	.....
Sales. {	5,000	12,000	8,000	8,000	10,000	10,000
Spec. & exp. {	2,000	2,000	1,000	1,000	2,000	2,000
Futures. {	.....	.....	.....	.....	.....	.....
Market, {	Quiet.	Dull.	Dull.	Dull.	Very flat.	Steady.
5 P.M. {	.....	.....	.....	.....	.....	.....

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

SATURDAY.					
Delivery.	d.	Delivery.	d.	Delivery.	d.
Oct. Dec.....	6 1/2 @ 23/32	Jan. Feb.....	6 1/2	Apr. May.....	6 1/2 @ 32
Oct. Nov.....	6 1/2 @ 32	Mar. Apr.....	6 1/2 @ 32	May June.....	6 1/2
Dec. Jan.....	6 1/2 @ 16	.....	.....	.....	.....
MONDAY.					
Nov. Dec.....	6 1/2	Feb. Mar.....	6 3/8	April-May.....	6 1/2 @ 32
Nov. Dec.....	6 1/2 @ 32	Mar. Apr.....	6 1/2 @ 32	May June.....	6 1/2 @ 32
Jan. Feb.....	6 1/2 @ 32	.....	.....	.....	.....
TUESDAY.					
Nov. Dec.....	6 1/2	Apr. May.....	6 1/2	Nov. Dec.....	6 1/2 @ 32
Mar. Apr.....	6 1/2 @ 32	May June.....	6 1/2	Dec. Jan.....	6 1/2 @ 16
WEDNESDAY.					
Nov. Dec.....	6 1/2 @ 32	Nov. Dec.....	6 5/16	Feb. Mar.....	6 1/2 @ 32
May June.....	6 1/2	Jan. Feb.....	6 5/16	May June.....	6 1/2 @ 32
Apr. May.....	6 1/2	.....	.....	.....	.....
THURSDAY.					
Nov. Dec.....	6 3/8	Mar. Apr.....	6 3/8	Nov. Dec.....	6 3/2
Feb. Mar.....	6 5/16	May June.....	6 1/2 @ 32	Dec. Jan.....	6 3/2
FRIDAY.					
Nov. Dec.....	6 1/2 @ 32	Feb. Mar.....	6 5/16	Mar. Apr.....	6 1/2 @ 32
Nov. Dec.....	6 3/2	Apr. May.....	6 1/2 @ 32	Apr. May.....	6 3/8
Jan. Feb.....	6 1/2 @ 16	Dec. Jan.....	6 3/2	May June.....	6 1/2 @ 16

BREADSTUFFS.

FRIDAY, P. M., Nov. 5, 1880.

There has been a better export demand for flour, and prices have improved for the extreme low grades and common extras, together with some of the higher grades of shipping brands. The local trade has continued rather slow, owing, in some degree, to the general election. Receipts have been large, but have included large lines on through engagements of freights, which of course did not come upon the market, and stocks im-

mediately available are believed to be small of all grades. Rye flour continues very scarce. To-day the market was quiet.

The wheat market has been active, both for export and speculation, at prices varying somewhat from day to day. The tendency, however, has been toward better figures, and on Wednesday there was an excited, buoyant market. Yesterday, however, there was some reaction. The sales of No. 2 red winter were at \$1 18@1 18½, spot and November; \$1 19@1 20 for December and \$1 20½@1 21 for January; and of No. 1 white at \$1 16@1 16½, spot and November, and \$1 17½@1 18 for December; choice spring bringing \$1 19 on the spot. To-day the opening was weak, under dull foreign advices, but the close was more steady, owing to small receipts.

Indian corn was active and advancing, No. 2 mixed selling at 57½¢. for December. Other grades are also firmer, with sales of No. 2 white at 62¢; fair do., 58½¢. Supplies have been large, but the active demand and the confidence of holders have caused prices to improve. To-day there was a further advance of ¼¢. for No. 2 mixed, with December delivery sold at 58¢.

Rye has ruled dull and weak. The demand from the Continent has materially subsided. To-day prime State sold at \$1 04. Barley has continued in active demand and prices have further advanced, the sales of yesterday embracing choice Canada at \$1 10 per bushel. To-day the market was very firm, but quiet.

Oats have also shown an upward tendency, especially for prompt delivery; but the speculation in "futures" has been less active. To-day there was a firmer market, No. 2 graded selling at 42½¢. for white and 40½¢. for mixed, and the latter selling at 40½¢. for December and 41½¢. for January.

The following are closing quotations:

Flour.				Grain.			
No. 2.....	Flour.	3 40@	4 00	Wheat—			
Winter superfine.....	4 25@	4 35		No. 3 spring, ½ bu. \$1 12	@ 14		
Spring superfine.....	4 10@	4 25		No. 2 spring.....	1 16	@ 17	
Spring wheat extras.....	4 65@	4 90		Red winter.....	1 12	@ 120	
do XX and XXX.....	5 00@	6 75		Red winter, No. 2 1 17	@ 17½		
Winter shipper's extras.....	4 50@	5 15		White.....	1 10	@ 18	
do XX and XXX.....	5 25@	6 75		Corn—West. mixed	56	@ 57½	
Patents.....	6 75@	8 50		West'n No. 2.....	57	@ 58	
Western "rye mix".....	5 25@	5 50		West. yellow.....	57½	@ 62	
City shipping extras.....	4 80@	6 00		West. white.....	58½	@ 62	
Southern, bakers' and				Rye.....	1 00	@ 1 04	
family brands.....	6 00@	7 00		Oats—Mixed.....	38	@ 41	
Southern shipper's extras.....	5 25@	5 80		White.....	39	@ 46	
Rye flour, superfine.....	5 80@	6 10		Barley—Canada W.....	90	@ 1 10	
Corn meal.....				State, 4-rowed.....	87	@ 90	
Western, &c.....	2 85@	3 25		State, 2-rowed.....	75	@ 78	
Brandywine, &c.....	@ 3 40			Peas—Can'da, b. & f.....	82	@ 95	
Buckw. fl., p. 100 lbs.....	2 15@	2 35					

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Oct. 30, 1880:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago.....	(196 lbs.) 65,658	60 lbs. 781,030	(56 lbs.) 1,955,013	(32 lbs.) 882,513	(48 lbs.) 203,226	(56 lbs.) 64,732
Milwaukee.....	73,977	731,775	23,620	57,978	75,090	28,485
Toledo.....	1,736	775,012	341,777	49,031	50,100	4,065
Detroit.....	13,263	468,535	15,594	7,343	3,667	1,602
Cleveland.....	4,468	47,400	42,500	35,200	21,500	
St. Louis.....	46,069	684,038	309,210	121,613	146,765	12,465
Peoria.....	2,570	19,750	204,950	187,300	16,000	39,600
Duluth.....	2,300	177,500				

Total..... 210,042 3,265,043 2,892,664 1,340,978 516,348 150,999
Same time '79. 160,759 3,293,111 2,299,946 865,695 569,181 163,495

Total receipts at same ports from Jan. 1 to Oct. 30, inclusive for four years:

Flour.....	1880.	1879.	1878.	1877.
bbls.	5,318,593	5,615,347	4,624,001	3,986,427
Wheat.....	69,279,366	85,956,053	73,127,107	42,456,413
Corn.....	135,167,241	84,324,476	83,593,551	70,278,566
Oats.....	34,128,021	27,388,069	27,245,703	20,895,555
Barley.....	7,170,001	7,861,073	8,245,700	6,937,691
Rye.....	3,247,055	4,206,163	4,347,500	4,578,496

Total grain..... 248,991,684 209,735,834 196,559,561 145,146,721

Total receipts (crop movement) at the same ports from Aug. 1 to Oct. 30, inclusive, for four years:

Flour.....	1880.	1879.	1878.	1877.
bbls.	2,049,231	1,870,408	1,627,342	1,752,585
Wheat.....	36,329,612	45,962,175	39,120,118	32,164,765
Corn.....	44,485,993	28,465,259	31,087,399	70,278,979
Oats.....	16,100,609	10,326,002	13,584,662	10,070,081
Barley.....	4,564,265	5,421,336	5,314,849	4,083,905
Rye.....	1,854,701	2,294,622	2,288,191	1,625,389

Total grain..... 103,335,210 92,469,397 89,397,219 75,317,149

Comparative shipments of flour and grain from the same ports from Jan. 1 to Oct. 30, inclusive, for four years:

Flour.....	1880.	1879.	1878.	1877.
bbls.	4,291,599	6,191,945	4,894,589	4,210,653
Wheat.....	62,492,830	70,660,900	55,161,495	31,608,405
Corn.....	114,869,228	76,968,603	73,692,754	62,534,904
Oats.....	28,898,006	14,599,965	19,389,032	16,229,009
Barley.....	3,316,936	4,541,518	4,294,143	4,476,044
Rye.....	2,587,631	3,789,651	3,401,567	2,169,000

Total grain..... 210,163,761 175,430,037 155,930,051 122,017,362

Rail shipments from Western lake and river ports for the weeks ended:

	1880. Week Oct. 30.	1879. Week Nov. 1.	1878. Week Nov. 2.	1877. Week Nov. 3.
Flour.....	bbls. 153,886	161,781	103,754	110,799
Wheat.....	bush. 370,459	358,564	317,508	149,658
Corn.....	736,235	294,726	250,970	250,297
Oats.....	952,827	402,111	178,567	116,298
Barley.....	175,394	291,670	135,427	127,440
Rye.....	91,267	45,425	22,555	1,575

Total..... 2,326,182 1,390,496 905,027 587,178

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Oct. 30.....	219,737	2,169,580	3,154,201	1,094,810	175,394	154,767
Oct. 23.....	175,334	1,803,698	2,535,412	979,426	231,265	90,144
Oct. 16.....	201,937	2,716,490	3,027,528	1,361,644	222,618	87,954
Oct. 9.....	157,300	2,718,761	2,539,629	1,047,051	260,603	127,386

Tot., 4 wks. 754,308 9,408,529 11,256,770 4,482,931 889,880 460,251
4 wks. '79. 819,224 10,339,669 5,691,158 1,960,373 1,385,288 433,050

Receipts of flour and grain at seaboard ports for the week ended Oct. 30:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	121,838	2,279,980	2,193,060	417,050	264,350	85,956
Boston.....	78,498	109,950	237,600	120,600	16,400	
Portland.....	2,550		15,500	2,500		
Montreal.....	26,851	257,384	22,465	1,751	40,894	27,197
Philadelphia.....	20,845	620,000	399,100	98,400	32,400	3,500
Baltimore.....	29,991	1,306,900	213,000	23,300		5,200
New Orleans.....	11,235	80,999	184,882	49,900		

Total week..... 291,628 4,655,193 2,953,607 713,501 334,044 121,853
Oct. week '79..... 312,270 4,513,415 1,745,523 506,592 604,988 111,482

And from Jan. 1 to Oct. 30, inclusive, for four years:

Flour.....	1880.	1879.	1878.	1877.
bbls.	8,716,932	9,017,334	7,885,664	6,546,113
Wheat.....	bush. 109,063,169	126,744,124	91,267,118	34,987,896
Corn.....	123,414,647	92,871,017	93,351,357	74,033,552
Oats.....	19,984,084	18,795,553	20,998,523	17,803,353
Barley.....	3,031,262	3,295,182	4,457,771	4,917,949
Rye.....	2,008,965	3,983,545	4,237,219	2,168,198

Total grain..... 257,508,127 245,689,421 214,301,988 133,913,948

Exports from United States seaboard ports and from Montreal for week ending Oct. 30:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York.....	63,456	1,156,517	1,152,812	1,662	114,448	10,537
Boston.....	29,350	83,879	8,423	50		
Portland.....		31,570				
Montreal.....	15,791	113,704	88,555	5,798		144,014
Philadelphia.....	7,509	308,898	342,220			
Baltimore.....	17,601	720,893	166,746	150		
New Orleans.....		131,790	91,016			

Total for w'k 133,707 2,545,251 1,949,772 7,660 114,448 154,551
Same time '79. 152,007 3,390,718 985,856 41,344 41,683 182,099

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by lake, rail and canal, Oct. 30, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	2,346,398	2,658,746	822,028	64,530	15,269
Do. afloat (est.).....	656,000	2,100,000	662,000	227,000	92,000
Albany.....	68,000	20,000	97,000	125,000	64,000
Buffalo.....	536,351	1,877,134	399	131,275	4,482
Chicago.....	3,016,922	5,675,208	1,336,581	152,994	291,089
Milwaukee.....	589,690	13,418	46,741	279,673	24,070
Duluth.....	167,000				
Toledo.....	981,255	253,521	222,888		9,793
Detroit.....	333,037	5,097	30,941	6,905	
Oswego.....	60,000	110,000		400,000	15,000
St. Louis.....	1,563,247	415,953	122,559	49,664	61,939
Boston.....	96,991	192,154	99,076	11,022	2,369
Toronto.....	67,251		2,388	413,499	8,441
Montreal.....	83,567	22,000	37,960	24,269	2,859
Philadelphia.....	1,031,959	239,900			
Peoria.....	15,370	39,926	349,485	9,806	95,100
Indianapolis.....	253,900	86,800	101,400		10,700
Kansas City.....	322,157	52,304	108,612	12,370	1,339
Baltimore.....	2,163,548	369,149			
On rail.....	370,459	736,235	952,927	175,394	91,267
On lake (est.).....	2,313,000	3,100,000			63,000
On canal (est.).....	2,082,000	1,397,000	60,000	528,000	47,000

Total Oct. 30, '80 19,118,102 19,364,445 5,053,378 2,611,581 897,687
Oct. 23, '80..... 17,480,091 19,338,286 4,799,002 2,479,900 865,773
Oct. 16, '80..... 15,764,158 20,265,011 4,158,725 2,093,435 760,501
Oct. 9, '80..... 14,422,156 19,934,220 3,447,208 2,177,379 762,205
Oct. 2, '80..... 14,360,769 19,122,209 2,746,358 1,403,506 664,846
Nov. 1, '79..... 28,822,649 11,615,264 3,358,057 4,360,004 967,513

THE DRY GOODS TRADE.

FRIDAY, P. M. November 5, 1880.

The advancing tendency of cotton goods has given a marked impetus to the demand, and there was, during the past week, a comparatively large movement in plain and colored cottons, accompanied by a slight but almost general advance in prices. Quiet prevailed in most other departments of the trade, but large Western and Southwestern buyers are beginning to revisit the market, and there are indications of a more active business in the near future. Values of domestic productions have not materially changed (aside from cotton goods), but there is a very firm feeling in the trade, based upon the large prospective demand and the exceptionally light supplies resting between manufacturers and consumers.

DOMESTIC COTTON GOODS.—The exports of domestics from this

port to foreign markets during the week ending November 2 amounted to 4,054 packages, including 1,615 to Africa, 979 to Great Britain, 361 to United States of Colombia, 270 to Hayti, 239 to Mexico, 169 to Cisplatine Republic, 125 to Brazil, 62 to Venezuela and a number of minor shipments. There was a freer demand for most descriptions of cotton goods by package buyers, and a fairly satisfactory business was reported by manufacturers' agents. The tone of the market was very firm, and many makes of brown and bleached goods, denims, tickings, chevots, corset jeans, ducks, &c., were subjected to an advance of from $\frac{1}{4}$ c. to $\frac{3}{4}$ c. per yard, the market closing strong with an upward tendency. Print cloths were active and firm at $\frac{1}{4}$ c. for 64x64s. and $\frac{3}{4}$ c. for 56x60s. Prints, ginghams and cotton dress goods ruled quiet and steady at unchanged prices.

DOMESTIC WOOLEN GOODS.—The demand for men's wear woollens has been only moderate, but prices were well maintained as a rule. Heavy cassimeres were less active, but stocks are now in good shape and holders are less disposed to grant price concessions than a short time ago, owing to the advancing tendency of wool. Spring cassimeres and worsted coatings were in irregular demand and rather quiet upon the whole, but the most popular makes are steadily held. For Kentucky jeans there was only a limited inquiry, but satinets were taken in fair quantities by the clothing trade. Flannels and blankets continued in steady request and prices ruled firm and unchanged. Hosiery, knit underwear and fancy knit woollens were severally in fair demand and fairly steady in price.

FOREIGN DRY GOODS.—There has been no change of importance in the market for imported goods, and the demand was chiefly of a hand-to-mouth character. Silks, satins and velvets are still in large supply and prices are unsatisfactory, but staple dress goods, linens, white goods, laces, embroideries, &c., are fairly steady at current quotations.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Nov. 4, 1880, and for the corresponding weeks of 1879 and 1878, have been as follows:

	1878.		1879.		1880.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—						
Wool	416	\$45,501	650	\$202,813	366	\$138,469
Cotton	608	145,679	824	153,559	606	201,999
Silk	193	55,025	786	479,971	577	365,329
Flax	879	183,237	813	191,332	730	160,272
Miscellaneous	845	149,081	334	112,636	716	162,884
Total	3,411	979,795	3,412	1,106,311	2,995	1,028,953

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

Manufactures of—						
Wool	231	81,682	221	91,411	391	138,455
Cotton	50	17,287	124	40,252	140	46,952
Silk	70	62,209	117	105,539	133	98,626
Flax	497	53,868	303	63,566	378	71,711
Miscellaneous	920	51,746	888	30,244	1,092	51,320
Total	1,777	267,792	1,653	331,012	2,134	407,064
Ent'd for consumpt.	3,411	979,795	3,412	1,106,311	2,995	1,028,953
Total on market	5,188	1,247,587	5,065	1,437,323	5,129	1,436,017

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

Manufactures of—						
Wool	285	100,877	164	59,320	74	39,542
Cotton	97	36,206	72	16,205	47	19,937
Silk	194	114,114	67	46,347	86	78,452
Flax	193	55,025	129	50,871	120	46,811
Miscellaneous	747	50,794	77	15,099	2,788	13,260
Total	1,431	357,076	509	168,842	3,305	198,022
Ent'd for consumpt.	3,411	979,795	3,412	1,106,311	2,995	1,028,953
Total at the port	4,842	1,336,871	3,921	1,275,153	6,300	1,226,975

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending Oct. 30, 1880, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
London	447	—	84,000	83,250	1,333,940	5,600
Liverpool	1,388	830	1,488,020	6,889,715	2,082,384	158,800
Glasgow	55	471	37,000	626,150	281,435	146,100
Hull	50	—	1,027,300	463,125	6,600	55,000
Bristol	5	—	226,200	323,750	320,655	22,000
Havre	—	100	1,559,653	774,350	6,900	635,100
Marseilles	—	75	251,400	—	—	—
Rotterdam	25	50	321,440	118,750	—	10,000
Bremen	6	50	1,013,019	—	—	—
Denmark	135	220	1,022,880	72,200	—	—
Cent. Amer.	165	—	3,100	390	1,800	—
Brazil	—	—	50,018	—	—	—
Mexico	—	—	—	—	830	—
So. Am. ports	257	100	183,957	18,811	2,017	30,378
Cuba	596	160	344,607	56,666	7,439	—
Hayti	863	25	50,100	9,697	1,453	2,029
West Indies	598	238	98,435	47,730	12,369	22,022
British Col.	1,526	149	52,615	—	4,700	1,000
Other count's	255	47	7,265	12,574	196	—
Hamburg	—	50	1,824,400	12,500	—	4,000
Portugal	—	—	—	—	—	11,900
Total week	6,345	2,583	9,345,412	9,514,358	3,862,008	1,103,009
Prev's week	3,837	2,821	6,193,652	9,564,483	3,767,394	941,520

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports), also the receipts from January 1, 1880, to that day, and for the corresponding period in 1879:

	Week ending Nov. 2.	Since Jan. 1, 1880.	Same time last year.
Ashes.....bbls.	34	2,848	5,197
Beans.....bbls.	1,563	41,983	65,018
Breadstuffs.....bbls.			
Flour, wheat.....bbls.	151,406	4,075,334	4,557,863
Corn meal.....bbls.	2,543	137,670	133,169
Wheat.....bush.	2,675,592	50,561,821	61,550,525
Rye.....bush.	105,830	1,419,700	2,827,125
Corn.....bush.	2,284,960	55,340,391	37,143,324
Oats.....bush.	410,450	11,902,092	9,514,069
Barley and malt.....bush.	440,842	4,338,731	4,287,751
Peas.....bush.	17,656	388,708	364,195
Cotton.....bales.	45,261	757,095	665,095
Cotton seed oil.....bbls.	100	34,815	19,078
Flax seed.....bags.	33,675	311,677	345,647
Grass seed.....bags.	454	85,463	144,336
Hides.....No.	124,036	179,567	179,567
Hides.....bales.	82	38,745	100,165
Hops.....bales.	4,338	29,641	100,194
Leather.....sides.	49,302	3,318,376	3,589,041
Lead.....pkgs.	600	152,825	2,574,291
Molasses.....hhd.	—	545	990
Molasses.....bbls.	—	44,182	76,625
Naval Stores.....bbls.			
Turpentine, crude.....bbls.	28	2,575	1,946
Turpentine, spirits.....bbls.	2,106	86,901	66,963
Rosin.....bbls.	6,292	339,912	286,737
Tar.....bbls.	460	18,367	22,603
Pitch.....bbls.	96	2,233	3,721
Oil cake.....pkgs.	11,079	547,192	373,459
Oil, lard.....bbls.	70	9,051	12,595
Oil, whale.....gals.	—	181	—
Peanuts.....bush.	1,559	79,314	78,636
Provisions.....pkgs.			
Pork.....pkgs.	1,878	126,785	187,317
Beef.....pkgs.	1,325	29,363	35,624
Cutmeats.....pkgs.	45,188	1,432,876	1,558,616
Butter.....pkgs.	29,359	1,178,192	1,240,804
Cheese.....pkgs.	68,137	2,181,346	2,243,490
Eggs.....bbls.	7,602	498,691	399,006
Lard.....pkgs. & bbls.	11,195	552,800	589,449
Lard.....bbls.	9,386	142,842	62,480
Hogs, dressed.....No.	—	40,883	49,875
Rice.....pkgs.	1,237	56,967	33,520
Spelter.....slabs.	2,200	59,050	66,635
Stearine.....pkgs.	316	16,743	22,635
Sugar.....bbls.	—	134	1,673
Sugar.....hhd.	—	8,912	31,478
Tallow.....pkgs.	1,518	99,623	90,816
Tobacco.....boxes & cases.	3,611	136,345	153,017
Tobacco.....hhd.	2,330	93,253	82,283
Whiskey.....bbls.	6,025	251,431	226,470
Wool.....bales.	11,227	80,785	111,244

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1880, to the same day, and for the corresponding period in 1879:

	Week ending Nov. 2.	Since Jan. 1, 1880.	Same time last year.
Ashes, pots.....bbls.	30	762	1,140
Ashes, pearls.....bbls.	—	196	154
Beeswax.....lbs.	7,740	83,375	62,916
Breadstuffs.....bbls.			
Flour, wheat.....bbls.	99,437	3,556,665	2,943,033
Flour, rye.....bbls.	84	3,487	5,347
Corn meal.....bbls.	7,570	159,171	128,710
Wheat.....bush.	1,853,310	55,949,606	55,655,783
Rye.....bush.	92,930	1,753,600	3,631,962
Oats.....bush.	4,769	373,577	486,464
Barley.....bush.	—	262,906	130,367
Peas.....bush.	4,876	263,628	294,707
Corn.....bush.	1,426,968	44,214,476	30,128,111
Candles.....pkgs.	1,341	47,908	51,939
Coal.....tons.	2,715	49,166	60,801
Cotton.....bales.	15,365	532,666	347,697
Domestics.....pkgs.	4,045	101,670	107,322
Hay.....bales.	1,995	101,043	58,062
Hops.....bales.	457	9,191	53,468
Naval Stores.....bbls.			
Crude turpentine.....bbls.	—	—	150
Spirits turpentine.....bbls.	127	25,096	8,380
Rosin.....bbls.	2,966	177,132	143,743
Tar.....bbls.	291	6,295	6,065
Pitch.....bbls.	84	4,769	4,265
Oil cake.....cwt.	5,635	3,934,756	1,341,186
Oil.....gals.			
Whale.....gals.	128	70,035	201,725
Sperm.....gals.	60	258,654	125,389
Lard.....gals.	28,928	663,716	1,077,016
Linseed.....gals.	2,637	112,632	11,585
Petroleum.....gals.	7,246,654	215,575,130	225,811,227
Provisions.....bbls.			
Pork.....bbls.	6,440	197,308	211,517
Beef.....bbls.	1,197	52,815	44,543
Beef.....tierces.	—	45,791	46,353
Cutmeats.....lbs.	9,697,867	445,561,384	463,038,178
Butter.....lbs.	550,673	25,833,168	32,460,206
Cheese.....lbs.	2,224,327	108,264,278	117,443,417
Lard.....lbs.	10,475,553	243,230,080	199,972,993
Rice.....bbls.	610	19,577	12,595
Tallow.....lbs.	1,622,260	70,888,367	56,608,779
Tobacco, leaf.....hhd.	1,250	77,406	58,277
Tobacco.....bales and cases.	820	43,214	32,282
Tobacco, manufactured.....lbs.	101,654	5,566,917	5,504,211
Whalebone.....lbs.	7,434	77,127	82,274